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The Hongkong Telegraph.

SATURDAY, DECEMBER 15, 1923. 六拜禮 號五十月五十五港香

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MEXICAN FORCES CLASH.

AMERICANS LEAVING VERA CRUZ.

(Reuter's American Service.)

New York, December 14. To-day's despatches from Mexico indicate that outpost fighting is proceeding between the advancing rebels and the entrenched Federalists barring the road to Mexico City. It is reported that the rebels are now engaging Obregon's forces at San Marcos railway junction. Americans are leaving Vera Cruz as rapidly as possible, probably fearing looting should Huerta's troops be defeated.

Vera Cruz, December 14. Official despatches report that the first clash between Federal troops and rebels commanded by Estrada occurred at Ocotlan and Jalisco, and resulted in a victory for the Government forces.

GERMANY RESUMING NEGOTIATIONS.

DISCUSSION OF HER MOTIVE.

London, December 14. Following the publication in Berlin yesterday of an inspired statement that the German Government will shortly attempt to enter into direct negotiations with France and Belgium, with regard to the future of the Rhineland and Ruhr, a Paris message now announces that Von Hoesch, the German chargé d'affaires, has asked for an interview with M. Poincaré, who will see him to-morrow. The French newspapers are somewhat dubious about Germany's intentions, but declare that if Germany be sincere in her move it will be carefully considered. The Paris comments attribute Germany's change of attitude partly to the possibility of a Labour Government in Britain, necessitating Germany's adopting an unambiguously pacific attitude in order to secure the backing of Labour. It is pointed out that the reopening of negotiations will provide an opportunity for discussing, also, disarmament and military control, and the other Allies must join in the conversations.

NO SINGAPORE BASE?

PROFESSOR MURRAY'S OPINION.

London, December 14. The Council of the League of Nations Union has dropped its resolution against incurring expenditure, meanwhile, on the Singapore naval base. Professor Gilbert Murray, president, remarked that it was quite clear the Singapore policy was dead.

Denial by Admiralty.

London, December 14. The Admiralty deny the report that the Singapore scheme has been abandoned.

ANOTHER WORRY AT HOME.

SEVERE OUTBREAK OF CATTLE DISEASE.

London, December 14. An epidemic of foot and mouth disease all over the country is causing serious anxiety. Over seventy-three thousand animals have been compulsorily slaughtered, involving the payment of over a million sterling as Government compensation to farmers. Cattle movements over a large part of the United Kingdom have been suspended. The markets are consequently dislocated. Thirty-four fresh outbreaks occurred to-day, making a total of 1,104.

RELEASE OF PASSIVE RESISTERS.

Essen, December 14.

The French and Belgian military commanders have informed the German Red Cross that a large number of political prisoners will shortly be released, as passive resistance may now be regarded as ended.

SAXON POLITICAL DIFFICULTIES.

Berlin, December 14.

The Socialist Government of Saxony has resigned. The Democratic party had withdrawn its support owing to the Socialists' refusal to join in a vote of non-confidence in Herr Liebknecht, the Minister of the Interior.

Other Telegrams on Page 2.

PEAK TRAMWAY.

A CHINESE YOUTH'S PRANK.

Giving his age as 18, a Chinese youth appeared before Mr. E. W. Hamilton, at the Police Court this morning, charged with placing stones on the Peak tramlines. Evidence given by Charles Ah Poy, Traffic Inspector of the Peak Tramway Company, was to the effect that three little heaps of sand which might have been formerly stones were found on the lines between Kennedy and Macdonnell Roads.

Mr. H. C. Macnamara, representing the Peak Tramway Company, said that such acts, which might have caused damage to the car and passengers, had occurred many times previously, but the present was the only time they had been enabled to catch the culprit. He ascribed the present offence to a youthful curiosity to observe the effect of the weight of the cars on the stones.

The defendant was ordered ten strokes of the birch.

ST. LOUIS MINSTRELS.

NOVEL PERFORMANCE AT THE STAR.

The minstrel variety entertainment given at the Star Theatre last night by members of the St. Louis Juvenile Club, assisted by a number of local amateurs, was well patronised by the Portuguese community. Mr. L. A. C. de Albuquerque, Castro (Consul General for Portugal) being amongst those present. The programme consisted of a number of comic songs, jazz, and cross-talk, and judging by the hearty ovations, the audience enjoyed themselves.

Those who took part were: Miss Cissy Xavier, Miss H. Oliveira, the Misses H. and M. Noronha, Mrs. H. Leeds, Miss C. N. Hyndman, Messrs. A. R. Tavares, Leo Guimaraes, J. Montalvo, C. Figueiredo, L. Soares, C. Alves, Goncalves, J. Remedios, C. Xavier, H. Graca, E. Brown, A. Xavier, A. Brown, G. Pearson, Old Timer.

The accompanists were Mrs. O. Goncalves, and Master John Remedios.

FACTS ON THE HOUSING PROBLEM.

LANDLORDS AND TENANTS DISSATISFIED.

Need of a Fair Rents Board.

[Special to the "Telegraph."]

Should the Rents Restriction Ordinance be renewed for a further year in June, or should it be replaced by an Ordinance establishing a Fair Rents Board? Such a query, although addressed rather early in the day, seeing that the existing Ordinance is in force until June next, is an extremely pertinent one in view of the very real housing problem with which we of this Colony are faced. On the one hand, we hear of tenants being turned out of their houses because landlords wish to rebuild and of others who, because they occupy property built since 1921, have to suffer constant increases in their rentals; whilst, on the other hand, we hear of landlords who complain that the Rents Restriction Ordinance unfairly penalises them, and works an injustice. At this week's meeting of the Chinese Chamber of Commerce, a discussion took place on the matter, both sides stating their cases and both admitting the existing Ordinance is not what is wanted.

For the tenants, it was said that many owners are pulling down property and erecting it, because such an action frees them from the restrictions of the Ordinance; for the landlords, it was argued that they suffer from the action of tenants in sub-letting part of the property at exorbitant rentals. SOME FURTHER CASES. A Britisher took a flat in Kowloon for \$141.25, but he has now been asked to pay \$150 per month, plus rent of water meter and the excess water rate. Another Britisher took a small flat in Kowloon in May last for \$80, and his rent has since been increased to \$90. A case of sheer profiteering is also reported by a Britisher. A seven-roomed house is bringing the landlord no less than \$299 per month because it has let it out by floors. Then again, in Nathan Road, a two-roomed flat is being let at \$150 per month. For new flats in Kowloon, each containing one large room which can be divided by curtains and with makeshift kitchen and bathroom, the following charges are being made: Ground floor \$120 and \$130 per month, first floor \$140 per month. Are these fair rents?

A Ho Mun Tin house has been advertised to be let and applicants have been advised that the ground floor, containing two rooms, can be had for \$200 per month, whilst the first floor, containing three rooms, can be had for \$250 per month. One prospective tenant replied stating that he could not afford to pay for three rooms as much as he would have to pay for a house on the Peak!

Again—For two room flats in Nathan Road, \$150 a month is being asked for the ground floor, whilst for certain small Chinese flats in Hongkong \$80 per month is being asked. There are new Chinese flats in Morrison Hill Road for which \$65 per month is being asked. A European in the Happy Valley district reports that for three small rooms he was paying \$90 per month; he is now paying \$100 (inclusive), but as from the 1st of the New Year he will have to pay \$113. Does that case show that tenants do not require protection?

One Chinese wrote us saying: "Regarding increases, my rent is going up all the time," and he describes his row of flats as being "hovels swarming with human beings"; and there are a great many more in Hongkong." In Wan Chai there were flats let at \$25 per month. These flats were pulled down and in their place are new flats, consisting of one small room and one kitchen, for which \$100 per month is demanded.

WHAT IS NEEDED.

We could give more extracts from our dossier if the foregoing did not conclusively prove that the Government cannot simply wash its hands of the housing problem and leave matters to take their own course. We believe there are good landlords, just as we believe there are bad ones; and there are good and bad tenants. What is needed in place of the present Ordinance is something which will operate fairly to both classes. We believe that the present Ordinance is responsible for a great many unnecessary demolitions, but a Fair Rents Board would be a deterrent to such demolitions, whilst it would neither hamper nor discourage new building, provided the "fair" rent gave a just return on capital invested. We strongly

ENGINEER VOLUNTEERS.

NEW SCHEME ANNOUNCED AT ANNUAL DINNER.

The interior of the Volunteer Headquarters presented an animated scene last night, when the Engineer Company of the Hongkong Volunteer Defence Corps held their annual dinner, the O.C., Capt. R. Melville Smith, M.B.E., presiding. The walls and ceiling were decorated with flags and bunting, and at one end of the hall a temporary stage and piano were provided for the musical part of the evening.

The principal guest was the Commandant, Lt. Col. L. G. Bird, D.S.O., among those invited being also the Adjutant, and officers of the Corps. Several members of the Engineer Company brought guests, and when the gathering took their seats they numbered nearly sixty.

The loyal toast having been drunk, Lt. Col. Bird addressed the company, expressing the hope that as many as possible of the Engineer Volunteers would attend the voluntary camps in the New Territory next month, where they could be especially useful in the laying and maintaining of a field telephone service. In this connection both the Commandant and Capt. Melville Smith outlined a scheme which is under consideration for enlarging the activities of the Engineer Co.

The new scheme is intended to include the interesting field-service part of a sapper's work, such as bridge and pontoon building, mapping of territory, and setting up of communications. Hitherto the Engineer Volunteers have chiefly done fortress duty on the search-lights. It was pointed out that in the event of any emergency, the Engineer Co. would be useful to the Regulars as guides to the topography and other local matters in the New Territory. This, of course, will necessitate fresh methods of training.

Corpl. Chaney, on behalf of the motor-cycling members of the Engineer Co., suggested that consideration be given to the formation of a motor-cyclists' section in connection with the new scheme.

Sergt. Major Everest, in supporting the idea of enlarged activities for the Engineer Volunteers, called for more recruits.

At the conclusion of the evening several names were given in to R. S. M. Westlake, and this brings the number of active members of the Engineer Company to well over forty.

In the course of the after-dinner proceedings, several guests and members of the Corps entertained the gathering with vocal and instrumental items and dialogue, a happy party breaking up shortly past midnight.

ly advocate a Fair Rents' Board constituted so as to have a legal Head together with representatives of both landlords and tenants. From such a board both landlords and tenants could get assessment of the just rent due (periodically subject to revision), and a decision of the Board could have the binding force of a legal judgment. Such a Board should also have power to get a decision from the Public Works Department regarding the urgency (from the public safety point of view) of any proposed demolitions, the pulling down of any substantial residential property being prohibited until such time as housing accommodation is more adequate to the Colony's needs. Only unsafe domestic buildings should, for the moment, be demolished. It has to be remembered that, if the proposed Bill requiring certain open spaces for residential properties is passed, the re-building of many of our old houses will tend to give less accommodation, a fact which makes demolition even more serious from the housing point

KOWLOON DOCK A.D.C.

A BRIGHT PRODUCTION.

An enjoyable entertainment was provided for over two hundred people at the Kowloon Docks last evening, when the operetta "The Rajah of Rajahpore" was presented. The story of an Anglo-Indian Civil Servant who is enabled to marry the girl of his heart through a sudden acquisition of riches bestowed on him by a grateful Indian potentate may have nothing very original about it, but it provides an excellent vehicle for the introduction of a number of pretty songs. As a matter of fact, the songs were most enjoyable, and came in for their right measure of applause from an appreciative audience. It was clear from the efforts of those taking part in the play that a vast amount of training had been done and very commendable was the ability of the leading characters to speak their parts with good enunciation.

Miss Doris Panchoon played the role of the daughter of Major Gen. Bangs, V.C. (represented by Mr. C. E. Stewart). Mr. W. C. Smith was the penurious Civil Servant, while Mr. A. Duncan as the General's servant "Pat" succeeded in making his role an amusing one. Other chief parts taken were Mr. J. C. Brown as the Rajah, Miss Pearl Ogilvie as Electra, the Goddess of Light, Mr. J. S. Nicols as Ah Sin, the Rajah's servant, and Mr. G. White as the Wicked Magician. The scenery was irreproachable, and the orchestra's contribution towards the success of the entertainment was an important one.

Mrs. F. J. Jenner, through whose efforts the entertainment was staged and carried to a successful conclusion, has the thanks of a large number of well-wishers of the Ministering Children's League which the proceeds go to benefit.

She certainly had had much work to discharge, with the large number of details attendant on a show of the kind. The refreshments for the young folk taking part in the performance were in the hands of Miss R. Barr. Thanks are also due to Mrs. R. J. Dixon who designed and made the costumes, Mrs. Gillispie and Mrs. McKelvie, who assisted, Miss Violet Wheller, who played piano, accompaniments during rehearsals, and others.

Following are others of the Committee and cast:

Chairman, Mr. E. Cock; Vice-Chairman, Mr. W. Forsyth; Hon. Secretary, Mr. C. E. Stewart; Hon. Treasurer, Mr. W. C. Smith; Messrs. J. C. Brown, A. Duncan, G. H. White, F. J. Jenner and E. Docherty; Lighting Effects, Messrs. F. C. Coleman and Chatterton. The orchestra comprised the following:—Piano, Miss Pepita Lawrence; 1st Violins, Messrs. P. P. Prata, J. Rozario, and A. Valeroso; 2nd Violins, Messrs. G. H. Osmond, W. Tillery and K. Jenner; Viola, Mr. J. G. Ozorio; Cellos, Mr. W. Taylor and Mr. N. U. Borelho; Cornet, Mr. D. Baptista; Clarinet, Mr. F. Rozario; Drums, Mr. J. L. Howell; Conductor, Mr. J. H. Lawrence.

Mrs. W. Forsyth, Hon. Secretary, Kowloon Dock Branch, M.C.L. Cast.

The cast was as follows:—Nelly O'Neal, Adopted Daughter of Maj. Gen. Bangs; Miss Doris Panchoon, Major Gen. Bangs V.C.; Mr. C. E. Stewart, Rajah of Rajahpore; Mr. J. C. Brown, Harry, a Civil Servant; Mr. W. C. Smith, Pat, Maj. General's Manservant; Mr. A. Duncan, Raj. The Rakashasha, A. Wicked Spirit; Mr. G. White, Ah Sin, Rajah's Manservant; Mr. J. S. Nicols, Electra, Goddess of Light.

Miss Pearl Ogilvie. In the chorus were Gladys Ramsay, Elsa Bell, Florence Neave and Mollie Groundwater, Daisy Wiltchell, Mattie Gourley, Ena Allen, Irene Spradbury, Laura Paton, Mrs. J. McKelvie, Mrs. R. J. Groundwater, Mrs. J. Dick, Mr. H. Duncan and Mr. D. Ogilvie. Patrons: Mrs. Panchoon, Donor.

"DO BE CHAIRFUL."

GREENFIELD AND HIS "PRINCESS WIFE."

The San Francisco Chronicle of November 15th has a big "feature story" headed "American Brings Princess Wife and Daughter to U.S." telling a story of how "Samuel Greenfield, Cincinnati chair manufacturer, and his wife, the former Princess Eufa de Souza of Siam, arrived in San Francisco yesterday from the Orient to place their daughter, Sousa, 12 years old, in an American school." The story is accompanied by a large picture of Greenfield and his wife.

Greenfield, it should be explained, is our Hongkong friend of "Do Be Chairful" fame, and this is what the San Francisco Chronicle says of him and his wife:

Thirteen years ago Samuel Greenfield, Cincinnati chair manufacturer, wood and wicker, the Princess Eufa de Souza of Siam as his bride.

Yesterday Greenfield and his princess wife, accompanied by their daughter, Sousa, 12 years old, walked down the gang-plank from the Pacific Mail liner President Cleveland, on their first visit to the United States in twelve years—that is, it was Greenfield's first visit to his native land in a dozen years and the first for his wife and daughter. The parents expect to place their daughter in one of America's exclusive schools for girls.

As the Princess de Souza, daughter of Prince John de Souza of Siam, Mrs. Greenfield was noted as one of the most beautiful belles of the kingdom, as well as one of the best educated. Mrs. Greenfield was educated in Europe and speaks twelve languages.

Greenfield has lived in the Orient for more than thirty years. "I'm very enthusiastic about the Far East," he said. "I believe it to be the real part of the earth where American commerce and industry can be expanded, with real benefit to both the United States and those countries, which stand in need of American goods."

VILLAGES FINED.

FOR CUTTING DOWN TREES.

It is notified in the Gazette that, as the result of a Court of Enquiry under the provisions of the Crown Lands Preservation Ordinance, the Governor-in-Council has decided to impose a fine of \$300 on Tai Hang villages, for tree cutting offences in that neighbourhood. It is directed that the fine be paid before December 25th next by the house owners of Tai Hang villages, in proportion to the annual amount of their Crown rent.

TO-DAY.

Closing Exchange 2s. 3. 13/6. High Tide 5.8 p.m. Low Water 9.33 p.m. Lighting Up-Time 5.41 p.m.

NEWS IN THE ADS.

The attention of golfers is drawn to Charity competitions on Sunday, December 23rd. A special tea daisant takes place at Repulse Bay Hotel on Saturday next.

The Christmas holidays of the local offices of the Chinese Maritime Customs are set out on page 4.

Certain tickets in the St. Vincent de Paul charity draw have been cancelled. See page 4.

Henderson, Margaret Adams, Nan Docherty, Nellie Docherty, Neale Gillespie and Eileen Steel. Impas, Wm. Matchin, J. Gourley, R. Groundwater, D. Groundwater, E. Paton, C. Paton, V. Allen, Groundwater, L. Allen, D. Dick, J. Harbly, and J. Neave. Donor.

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EARLIER SPECIAL CABLES.

THE MEXICAN REVOLT.

[United Press Service to the "Telegraph"]

Mexico City, Dec. 14.
Sr. Ramon Ross is proceeding to Washington on a secret
mission to President Coolidge on behalf of President Obregon.
Laredo, Texas, Dec. 14.
It is reported that Mexican Congressmen are proceeding to
Vera Cruz to depose Obregon and make De La Huerta provisional
President.

SUPPRESSION OF OPIUM GROWING.

Paris, Dec. 14.
The League Council is calling a Conference to discuss the
suppression of opium growing to actual medical and scientific
needs and limit the amount of smoking opium in Pacific countries
in November next.
The Council intends to ask America flatly whether she prefers
signing an international arms traffic suppression agreement similar
to the St. Germain Treaty or whether she will accept the respon-
sibility of blocking efforts to prevent wars.

(Reuter's Service.)

AFTER TWELVE YEARS.

Paris, Dec. 14.
Twelve years' negotiations between Britain, France and Spain
regarding Tangier have virtually concluded. It is expected an
agreement will be signed in a few days. The three countries, yes-
terday signed a convention for the formation of an international
company to reconstruct and administer the port.—Reuter.
London, Dec. 14.
Tangier has been without a port for thirteen years owing to in-
ternational differences. Now an agreement has been signed and the con-
struction of a port will be offered to public tender and the concession
to operate the port will be granted to an international company in
which France will hold thirty per cent of the shares, and England and
Spain each twenty. It is pointed out in London that the port agree-
ment is a minor affair which must not be confused with the interna-
tional statute. Tangier is now negotiating with the English and
Spanish representatives. The delay in reaching the statute is due
to the hesitation of Spain to agree with the arrangement which
maintains the authority in Tangier territory of the Sultan of Morocco
who Spain regards as a French puppet. When the new draft of the
statute is signed it must be submitted to the other signatories of the
Algeiras pact including America and Italy.—Reuter.

THE LEAGUE OF NATIONS.

Paris, Dec. 14.
The Council of the League of Nations has decided to convene
next November two separate international conferences, one to
deal with opium smoking and the other with the limitation of the
manufacture of drugs, also the production of raw opium. All
States which are members of the League and also all signatories
to the 1912 convention will be invited to the second conference, the
programme of which will be prepared by a special committee of
six members including the American delegate.—Reuter.

DUTCH RELIEF FOR GERMANY.

Rotterdam, Dec. 14.
The first Dutch Red Cross train has left for Germany carrying
£4,000 worth of foodstuffs, eight van loads of clothing and five
Dutch soup kitchens, which will shortly be opened in Berlin and
Essen.—Reuter.

LIBERAL AIRMEN'S CRASH.

London, Dec. 14.
The American airman Laurence Sperry, who played himself
and his aeroplane at the disposal of the Liberals during the election,
crashed into the sea off Hastings yesterday, en route to Amsterdam
and is believed drowned.—Reuter.

SINGAPORE HARBOUR COMMISSION.

London, Dec. 14.
Mr. Reginald Hugh Crawford of the Mersey Harbour Board
has been appointed assistant general manager to the Singapore
Harbour Commissioners. Mr. Crawford sails from Liverpool on
the 22nd on the Holt liner Premier.—Reuter.

PEKING POLITICS.

Disputes Undecided.
Canton Customs
DISPUTE.
Peking, Dec. 14.—The Japanese dispute and Japanese wire-
matic body's reply in regard less questions.
to the threatened seizure of the? The Chinese press gives promi-
Captain Customs has been handed over to the possibility of warfare
to Sun Yat-sen by the senior between Chekiang and Kiangsu.
Consul at Canton.—Reuter. Fukien.—Reuter.

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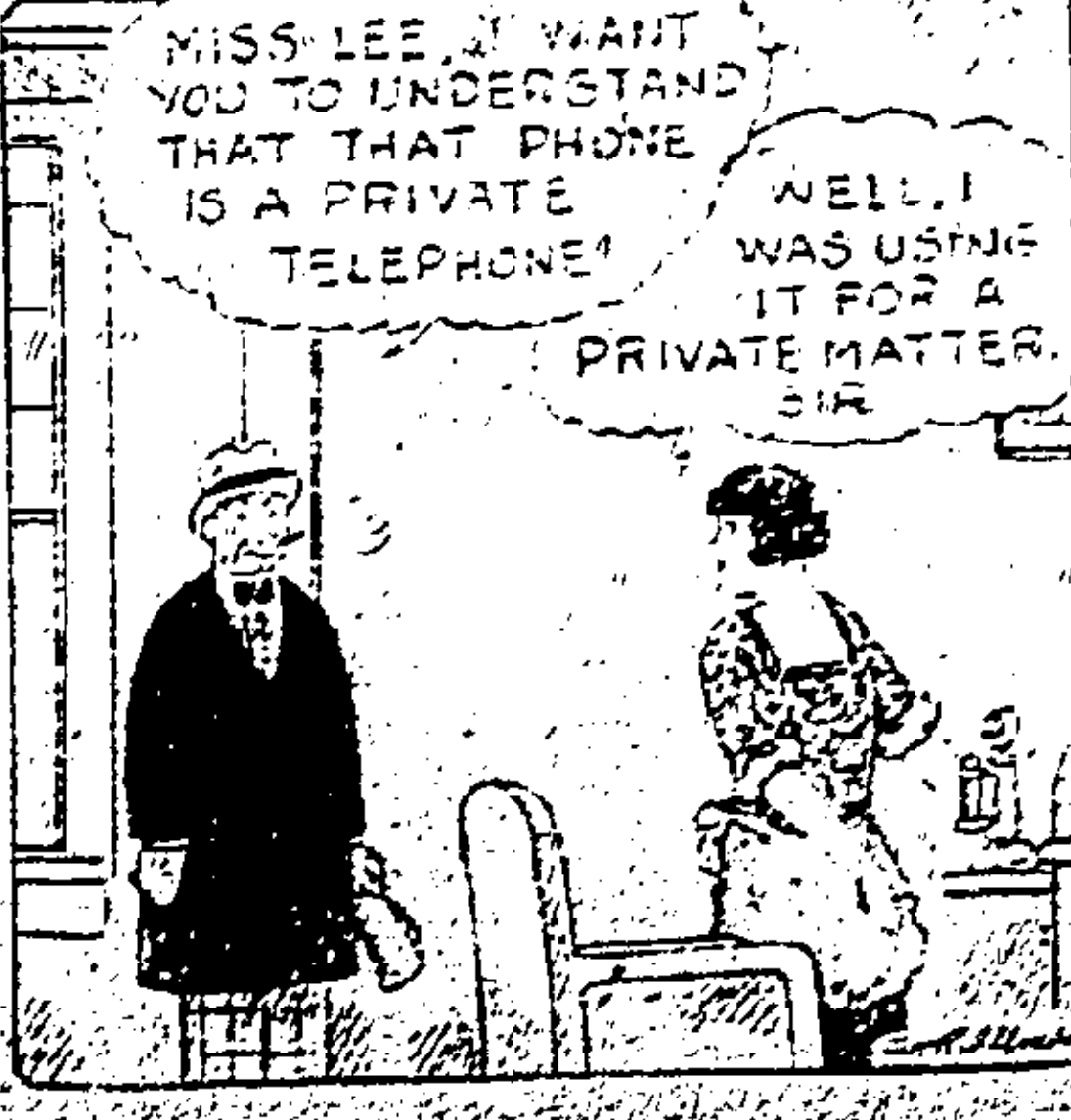
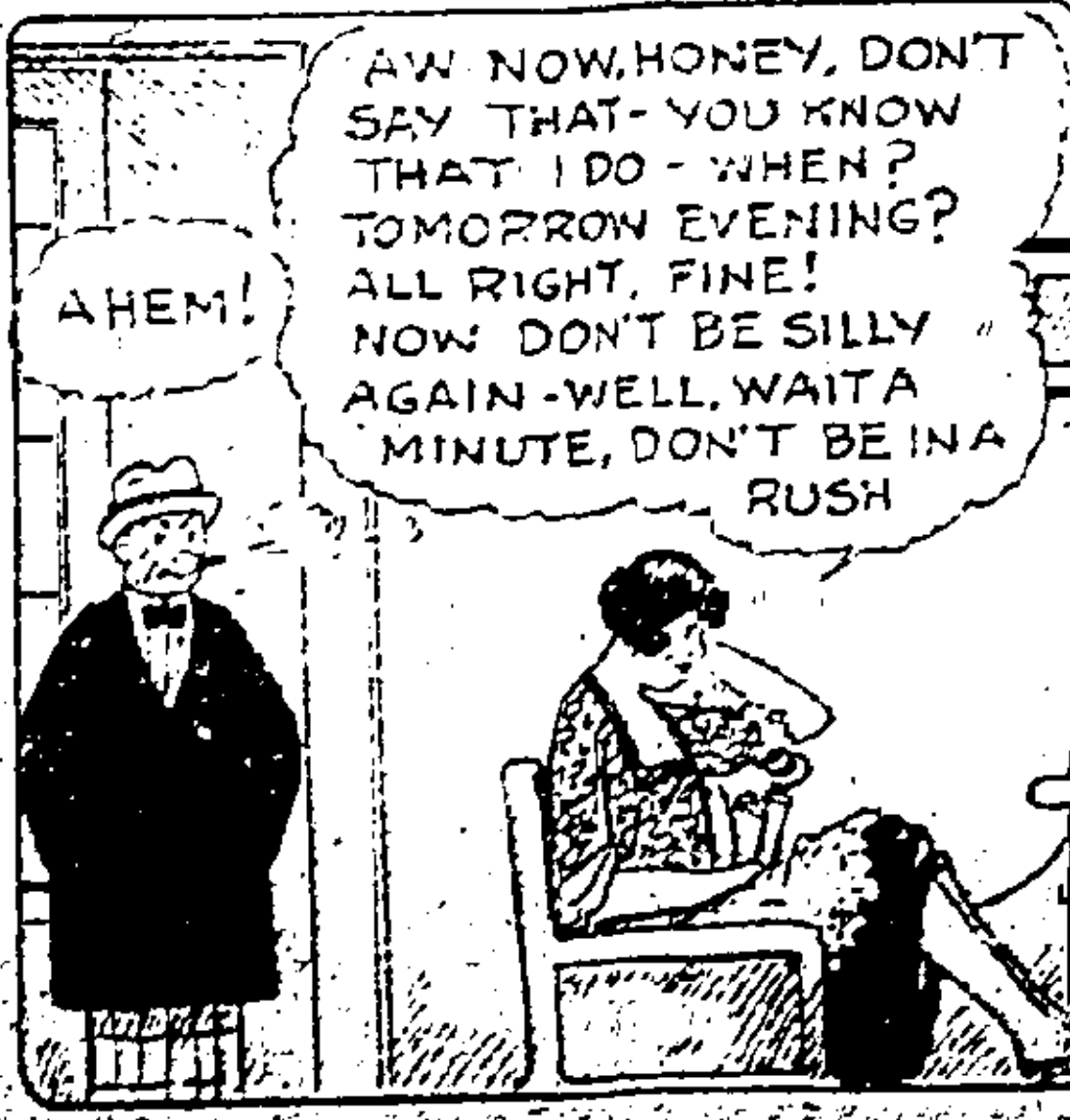
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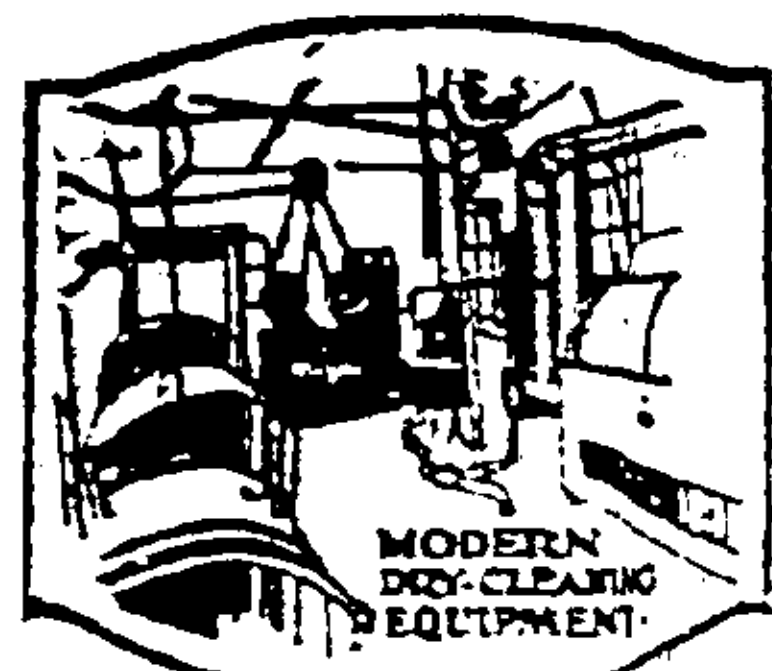
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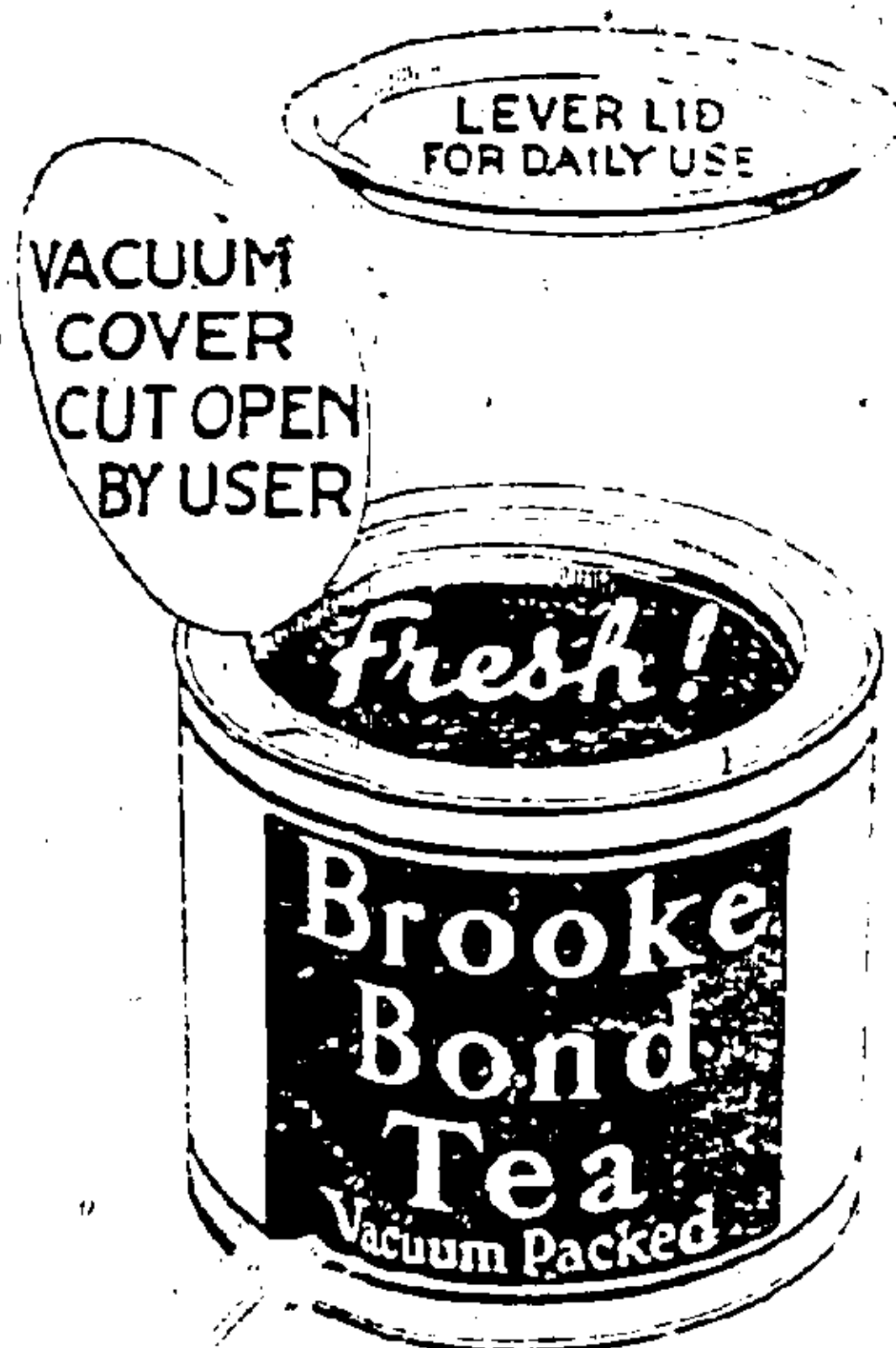
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SCHOONER ABANDONED.

PICKED UP BY THE S.S. KANCHOW.

(Our Own Correspondent.)

Amoy, Dec. 11.

The steamer Kanchow has picked up the four-masted schooner Tseng-tai and towed her to Amoy. The Tseng-tai had been abandoned.

[The Tseng-tai is probably a Japanese vessel in the Formosan trade. The telegram makes no mention of her crew. The S.S. Kanchow belongs to the China Navigation Company.]

TO-MORROW'S FETE.

"A SPLENDID EVENING'S FUN."

To-morrow the Society of St. Vincent de Paul will hold its 40th Annual All-Preco Fete in the Compound of the Catholic Cathedral, Caine Road. This year's Fete, which is under the distinguished patronage of His Excellency the Governor, marks the 60th anniversary of the Society's establishment in Hongkong. A special effort is, therefore, being made to make it a record success. Over 12,000 toys and other articles have been specially imported from Europe and America, and it is expected that the various stalls will present an even more attractive appearance than in former years.

Among the stalls and side-shows will be the favourite Ten-cent Stall, well-stocked as in former years with everything for the youngsters; the American Stall, displaying a splendid collection of valuable articles; the Kids' Raffle Stall, where, at 50 cents a ticket, food parents will be able to secure a chance of winning one of a fine collection of large toy motor-cars, bicycles, etc., big enough for boys of 10 or 12 years, and fitted out as almost exact replicas of the genuine articles. Close to this will be the ever popular Post-card Stall, and, on the other side, the Christmas Bazaar or Side Stall, at which a fine assortment of hundreds of toys will be disposed of at prices which will certainly appeal to all. Another attractive stall will be that at which a large number of nicely decorated Christmas trees of various sizes will be on sale. Next to this will be a Candy Stall, laden with a choice assortment of "candies" specially imported from America. Further on will be the stall of the Gremio Social, where a fine display of knitted goods and other useful articles will be on sale. Then we shall come to the large Christmas Tree, heavily laden with prizes for the little ones; the Fishing Pond; the Brain Tab; the Shooting Gallery, and other attractions. On a special stand, facing the entrance, the motor-car, piano-player, motor-cycle, and the many other prizes in the Grand Charity Draw, will be displayed. Here also will be the platform on which will stand the big drum—kindly loaned to the Society by Mr. U. Rumbach—from which, at 10.30 p.m., will be drawn the lucky winning numbers. There will be a Tea Room, conducted by a number of lady helpers; also a Refreshment Room for those who do not "hold with" Pussfoot.

The grounds will be open in the afternoon from 2.30 to 6 p.m., when certain stalls will be open and amusements specially suitable for children will be provided. The Fete proper will, however, begin at 8.00 p.m., when the grounds will be brilliantly illuminated. By kind permission of Major R. C. Campbell and the officers the Band of the East Surrey Regiment will play both in the afternoon and evening. The Star Ferry Co. is very kindly providing a special late ferry for Kowloon, which will leave Hongkong at 1 a.m.

The Peak Tramway Co. have also arranged to run a late car at 12.45 a.m.

A splendid evening's fun is promised, and visitors to the Fete will at this Christmas season have the additional pleasure of knowing that every dollar spent is a contribution towards the splendid work of charity, which the Society is doing in the relief of the poor of this Colony and the education of their children.

May your Christmas be made happy by the Music of the

VICTROLA

S. MOUTRIE & Co., Ltd.

Sole Agents.

May your Christmas be made happy by the Music of the

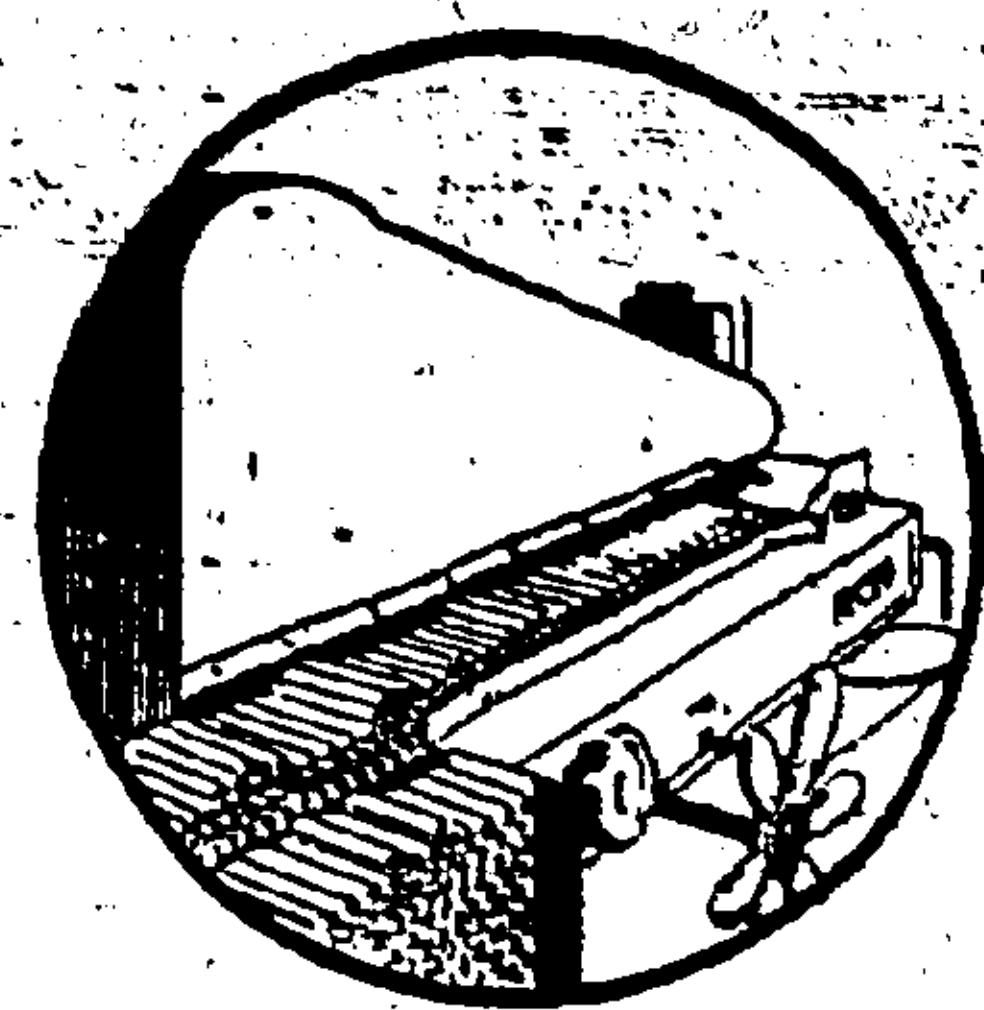
VICTROLA

S. MOUTRIE & Co., Ltd.

Sole Agents.

HYGIENIC MACHINE-MADE Cigarettes

OBVIOUSLY MACHINE-MADE CIGARETTES are more HYGIENIC and more CONSISTENTLY WELL MADE than those made by any other process.



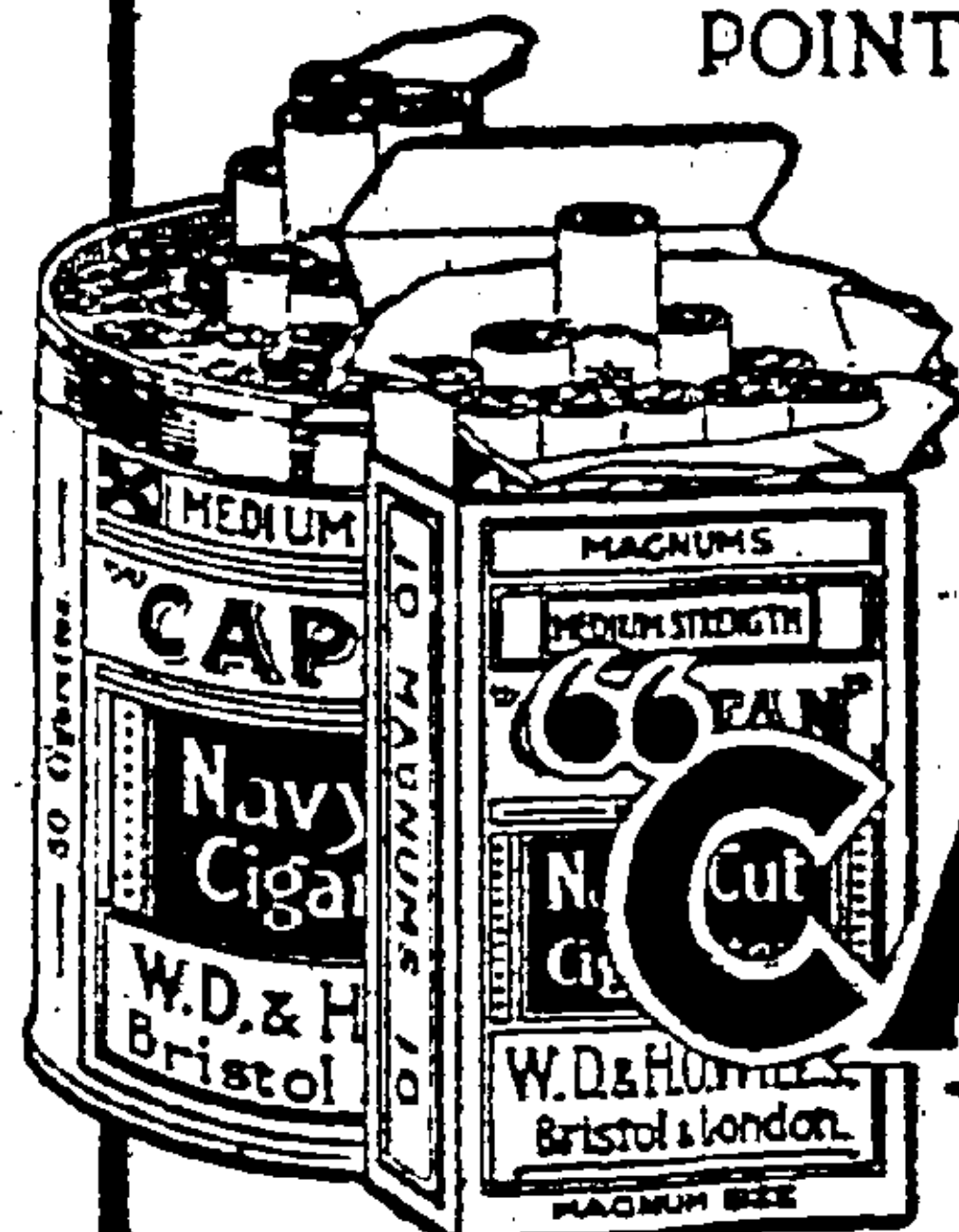
In the manufacturing of "CAPSTAN" Cigarettes for instance,

POINT No 1

Pure dust-free tobacco leaf is fed to Modern Machines in Model Factories and no soiled human hand comes into contact with the cigarette during the process of manufacture.

POINT No 2

Machine-Made Cigarettes are uniformly well made. Each paper receives its proper quota of tobacco leaf and is rolled to the correct degree of "tightness". This Uniformity is impossible to attain under any other process.



CAPSTAN

THE COOL HYGIENIC SMOKE

ASK THE MAN WHO KNOWS!

ROYAL HONGKONG GOLF CLUB.

THE ANNUAL REPORT.

The annual report to be submitted to the members of the Royal Hong Kong Golf Club at the general meeting to be held in the Board room of Messrs. Jardine, Matheson and Co. Ltd. on Friday 21st December, 1923, at 5.15 p.m., has been circulated to members. It states:—

The Committee have much pleasure in submitting the accounts for the period 1st October, 1922 to 30th September, 1923.

During this period 123 Resident Members and 29 members of the Junior Section joined the Club, the Membership now standing as follows:

Honorary Members 3

Life Members 1

Full Members 500
Restricted Members 77
Non-Playing Members 18
Absent Members 508
Naval Subscribers 17
Military Subscribers 41

Junior Section:

Resident Members 63

Absent Members 4 67

1,224

The Championship for 1923 was won by Mr. A. B. Stewart, the runner-up being Mr. T. W. Hill.

The "Jasper Clark" Competition was won by Mr. A. R. Stewart.

The Captain's Cup for 1922 was won by Mr. C. C. Stark.

The Governor's Shield was won by The University represented by Messrs. C. A. Middleton Smith and F. A. Redmond.

The Junior Championship for 1922 was won by Mr. R. L. Moncrieff.

The following members served on the General Committee during the period under review:

Hon. Mr. A. G. Stephen (President), Mr. A. B. Stewart (Captain), Hon. Mr. E. R. Hallifax, Messrs. W. E. Roberts, B. D. C. Morgan, A. K. Henderson, P. Tester, F. S. Harrison, J. B. Ross, H. U. Ireland and G. S. Archbutt.

Messrs. B. D. C. Morgan, W. E. Roberts, P. Tester and F. S. Harrison resigned and Messrs. J. D. Kinnaird, Geo. Hogg, L. S. Greenhill and J. W. Franks were invited to take their places.

The Accounts have been audited by Mr. C. Bernard Brown, A.C.A., who offers himself for re-election.

31,000 VISITORS AT OLYMPIA.

The number of visitors to the Motor Show at Olympia on the opening day was 31,379.

THINGS WHICH KEEP YOU WELL.

Wholesome food, sufficient exercise and sleep, and cleanliness of body inside as well as out are the chief essentials to good health. Pinkettes keep you clean and "fit" inside. Used when necessary, they ensure daily regularity, gently stimulate the liver, clear the skin, purify the breath, banish sick headaches, biliousness and attacks of the "blues." Of chemists, or post free 60 cents the vial, from Dr. Williams' Medicine Co., 60 Kiangse Road, Shanghai.

CONFIRMED CHURCH ROBBER. At Ayr, Cheshire, James Smith, stated to have spent fifteen years in gaol, was committed for twelve months for loitering with intent at Bowden Church. He has a record of thirty-five convictions for sacrilege in all parts of the country.

IMPORTANT ANNOUNCEMENT.

Leading Studios in London are fitted with the latest artificial lighting devices in order to ensure perfection in photography.

The Ming Yuen Studio.

14, Beaconsfield Arcade Is now fitted with the latest lighting apparatus in order that clients may obtain as excellent and artistic photographs as can be obtained in any part of the world. We are at your service day or night.

NOTICE.

NOTICE is hereby given that from the 26th. of October 1923, by act duly registered in the Tribunal of Commerce of Paris on the 23rd. of November last, the Firm:

Charles MEURER & Cie. (Ch. Meurer, J. F. Ratier)

has taken the succession in all engagements & business of the previous firm:

Charles Meurer, Chaussade, Tussau and Cie

Canton, the 3rd. of December 1923.

CHARLES MEURER & CIE.

May your Christmas be made happy by the Music of the

VICTROLA

S. MOUTRIE & Co., Ltd.

Sole Agents.



EVERYTHING ELECTRICAL

— AT OUR —

ELECTRICAL DEPARTMENT.

HONGKONG HOTEL BUILDINGS, QUEEN'S ROAD CENTRAL.

INSPECTION INVITED

THE HONGKONG & SHANGHAI HOTELS, LTD.

REFLECTORS.
RADIO SETS
LOUD SPEAKERS
TEA POTS
KETTLES
CINEMA PROJECTORS
GRAMOPHONE MOTORS
MILK WARMERS
SHAVING MUGS
CASSEROLES
FURNITURE
PENDANTS, SHADES
VACUUM CLEANERS
DESK LAMPS
FANS, ETC.

NEW ADVERTISEMENTS.

AUSTRALIAN Firm desires local Company of good standing to take up agency for milk and general foodstuffs. Agency for cigarettes open also. Write P. O. Box 57, "Hongkong Telegraph."

WANTED.

WANTED AT ONCE—A house on the Peak. Please reply giving particulars and terms to Box No. 1035 c/o "Hongkong Telegraph."

TO BE LET.

TO LET—High-class RESIDENCES (East View Building), opposite "Sai Fong Terrace," Nathan Road, Kowloon three-roomed flats, well ventilated, with bath, water closet, kitchen and servants quarters. For particulars apply to Mr. Lai Chak, No. 14, Queen's Road Central.

TO LET—Two newly-built European-type houses, next to All Saint's Church, Coronation Road, Kowloon. Rent moderate. Apply to Fat Sing, 81 Wing Lok Street, Hongkong.

TO LET—Flats with bath-rooms, kitchens, and servants quarters, 3, Peace Avenue, Homantin, immediate occupation. Apply within or Box No. 1021 c/o "Hongkong Telegraph."

TO LET—Bright Large Office Rooms 1st floor, No. 10, Des Vaux Road, Central. Hall, Law & Co. Apply to Des Vaux Road, Central. Telephone No. 3217.

TO LET—57, Robinson Road, European house with 4 rooms, bath-rooms and servants quarters. Rent moderate. Apply to Comptroller Department, Shewan Tomes & Co.

MARINE ENGINEERS' GUILD OF CHINA.
Hongkong Branch.

THE Regular Monthly Meeting will be held at the Guild Office, Sailors' Home, West Point, on Monday 17th December 1923, at 5 o'clock p.m.
Business.—As per Circulars.
W. J. STOKES,
Branch Secretary.

SOCIETY OF ST. GEORGE.
ANNUAL BALL 1924.

MEMBERS are reminded that their lists of invitations should be forwarded to the undersigned by the 15th Dec. 1923.

H. E. HOLLANDS,
Hall Secretary.

Other notices appear on Page 13 & 16.

NOTICE.
GRAND CHARITY DRAW
SOCIETY OF ST. VINCENT DE PAUL.

16th December, 1923.

THE Committee hereby give notice that the following tickets, which have either been reported lost or have not been paid for, are cancelled:—
1703; 1733; 1740; 1742;
1866; 1881; 2110; 3550;
3631; 4615; 2655; 2658.

NOTICE.

Speaking of Christmas Presents.

HERE is no better way to remember those that are dear to you than by presenting them with a substantial policy. An Endowment policy with means profitable saving and is bound to prove of benefit to yourself as well as your dependent. Or an Educational Policy. Ask for our plans.

THE SUN LIFE ASSURANCE CO. OF CANADA.
15, Queen's Road Central, Hongkong.
F. M. Weller,
Manager.

NOTIFICATION.

THE Offices and Stations of the Chinese Maritime Customs for Kowloon and District will be closed to public business on the 23rd December (Winter Solstice), on the 25th and 26th December (Christmas Holidays), and on the 1st and 2nd January, 1924 (New Year Holidays).

R. H. R. WADE,
Commissioner of Chinese Customs,
Kowloon & District.
York Buildings,
Hongkong, 14th Dec. 1923.

THE ROYAL HONGKONG GOLF CLUB.
XMAS COMPETITIONS AT FANLING.

ATTENTION of Members is drawn to the Special Medal Round for Men on the Old Course, on Sunday 23rd Dec. 1923, in aid of the Funds of the Order of St. John and British Red Cross Societies. Entrance Fee \$1.00. Prize for the Winner presented by the above Societies. It is hoped as many members as possible will enter this Competition.

PERCY SMITH, SETH & FLEMING,
Secretaries & Treasurers.

RADIO—MAGNAVOX Loud Speakers and Amplifiers. Batteries, Insulators, Crystals, Aerial Wires, and all other parts.
DE SOUSA & CO., LTD.
St. George's Bldg, 2nd Floor
Tel. No. Central 1264.

REAL RADIO

In bringing Real Radio to Hongkong, it is our policy to make our sets and parts as reasonable as possible in price, while maintaining quality to a standard to suit local conditions.

We have just landed a small stock of essential parts, which we are passing on to the amateurs.

REASONABLY FOR INSTANCE:

15 and 17-plate Variable Condensers with knobs \$ 7.50 each.
VARIABLE GRID-LEAKS AND GRID CONDENSERS.....\$ 3.75 each.
UNIVERSAL PLUGS.....\$ 2.50 each.
SINGLE or DOUBLE JACKS \$ 2.00 each.
2000-0RM PHONES, BUILT FOR THIS HUMID CLIMATE.....\$ 15.50 per pair.

LET US BE YOUR RADIO GUIDES. SHUN INEXPERT ADVICE AND DISAPPOINTMENT.

Broadcasting Nights
8.30 p.m. to 10 p.m.

3rd Floor
Alexandra Buildings,
Hongkong

RADIO COMMUNICATION CO. (ORIENT) LIMITED.

P. O. Box 366.
Kowloon 608 Central 766.
Telegrams: "Broadcast," Hongkong.

THEATRE ROYAL HONGKONG

SPECIAL NOTICE

A. CARPI presents

The Italian Grand Opera Co. For Two nights only

WED., Dec. 19th at 9.15

"CARMEN"

THURS., Dec. 20th at 9.15

"MADAM BUTTERFLY"

Plans now Open at
ANDERSON'S
Prices \$3.00 and \$2.00.

DANCING.
PALACE HOTEL.

The popular Jazz Band of
H. M. S. "DESPATCH"

will play at the above Hotel

(Today), SATURDAY, the 15th December, 1923.

Dancing at 9.15 p.m.

THE ROYAL HONGKONG GOLF CLUB.

NOTICE is hereby given that the Annual General Meeting of Members of The Royal Hongkong Golf Club, will be held in the Board Room of Messrs. Jardine Matheson & Co., Ltd., Hongkong, on Friday the 21st day of December 1923, at 5.15 p.m.

To Receive from the Committee a Report, Balance Sheet & Statement of Accounts for the year ended 30th. Sept. 1923.

To Elect Officers, Members of the Committee, and an Auditor for the ensuing year.

To Decide on any Resolution which may be submitted to the Secretaries and Treasurers four days prior to the Meeting.

Any other Business.
By Order of the Committee,
PERCY SMITH, SETH & FLEMING,
Secretaries & Treasurers,
Hongkong, 14th Dec. 1923.

Nominations for Members of the General Committee should reach the Secretaries and Treasurers not later than 5 p.m. on Monday, the 17th December 1923.

THE 40th ANNUAL

AL FRESCO FETE

OF THE

SOCIETY OF ST. VINCENT DE PAUL

will be held in the compound of the

CATHOLIC CATHEDRAL

TO-MORROW (SUNDAY) 16th December

From 8.30 to 11.30 p.m.

under the Distinguished Patronage of

H.E. the Governor, Sir Reginald Edward Stubbs, K.C.M.G.

Admission ———— 5/-

Soldiers and Sailors in uniform admitted free.
Each ticket of admission entitles the holder to a souvenir.

In the afternoon from 2.30 to 6.30 p.m. several Stalls will be open, and amusements specially suitable for Children will be provided. Tea and Refreshments will be obtainable. Admission free.

The Grounds will be brilliantly illuminated in the Evening. The Band of the East Surrey Regiment will play from 3 p.m. to 6 p.m. and 8.30 to 11 p.m.

SOME FEATURES OF THE FETE

TOY BAZAAR

Tea Room, Refreshment Room, Chute, Fishing Pond,
Lucky Wheel, Aunt Sally, &c. &c.

OVER 12,000 TOYS SPECIALLY IMPORTED FROM EUROPE.
SEVERAL RAFFLES WITH VALUABLE PRIZES

Including a New 5-seater Studebaker Motor Car

VALUE \$2,700.

"NO WORK OF CHARITY IS FOREIGN TO THE SOCIETY"
COME AND HELP HONGKONG'S POOR

REPULSE BAY HOTEL

SPECIAL

THE DANSANT

SATURDAY, 22nd December

4.30 to 6.30 p.m.

Jazz Orchestra in Attendance

Tables for above may now be booked at the

Hongkong or Repulse Bay Hotels.

THE HONGKONG & SHANGHAI HOTELS, LTD.

NOTICE.

MONIES up to \$155,000 are available for investment on first class Mortgage security, subject to a trustee valuation.
Apply to Messrs. Deacon Harston & Shenton, 1, Des Vaux Road Central.

NOTICE.

GRAND Xmas Sale of Dolls. Toys, also beautiful Artificial Flowers for decoration purposes etc. is now proceeding at "MARGUERITE"—1 Rose Terrace, Kowloon. Inspection invited.

NOTICE.

On and after January 1st, 1924, the Agents of the Norddeutscher Lloyd, Bremen, will be transferred to Messrs. Melchers & Co. Queen's Bldg. Hongkong.

THE ROBERT DOLLAR CO.
(sgd) RAY E. GUNN,
Manager.

On and after January 1st, 1924, the undersigned will handle the Agency of the Norddeutscher Lloyd, Bremen.

(sgd) MELCHERS & CO.
Hongkong, 14th Dec. 1923.

FORTHCOMING AUCTION SALES.

Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on
Monday, the 17th Dec. 1923,
commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street
A Quantity of Valuable Household Furniture

comprising—
Brass bedstead, Teak double and single bedsteads, Dressing table, Marble top washstand, Extension dining table, Teak wardrobes with bevelled mirrors, Bookcases, Hatstands, Dinner waggons, Chesterfield couches, etc., etc.

also
A Few pieces of Canton Blackwood ware.

and
A Selection of Glass Ware.
Catalogues will be issued.
On View from Saturday, the 15th December, 1923.

Terms:—Cash on Delivery
LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on
Thursday, the 20th Dec. 1923,
commencing at 2.30 p.m.

at their Sales Room, Duddell Street,
A Fine Selection of Toys

comprising:—
Dolls, tea-sets, motor cars, foot-balls, rocking horses, stockings, furniture sets, and various other toys.

also
Xmas Crackers.
On View from Wednesday the 19th December 1923.

Terms:—Cash on Delivery.
LAMMERT BROS.
Auctioneers.

DO NOT MISS—
ROCHA'S

POPULAR AUCTION SALES
Every Tuesday Thursday & Saturday
At 2.30 p.m.

Specialist in the Valuation of Household and Office Furniture
DA ROCHA'S MART
2A, D'Aguilar St. Phone 2931

NOTICE.

MR. W. A. Stephens has been appointed Manager of the Nestle & Anglo-Swiss Condensed Milk Company's business in Shanghai and North China and takes up his new duties from January 1st, next.
Mr. H. C. Shrubsole succeeds Mr. Stephens as Manager for Hongkong and South China.
Hongkong, 13th Dec. 1923.

HUGHES & HOUGH

AUCTIONEERS

AND

GENERAL BROKERS.

THE Undersigned have received instructions to sell by Public Auction (for Account of the Concerned),

on **TUESDAY,**
the 18th December, 1923, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,
Valuable Teakwood and Blackwood Furniture and Household Sundries, &c., &c.

Comprising:
Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Beds, large and small Wardrobes, Dressing Tables and Chairs, Washstands, etc., Sideboards, Dinner Waggons, Crockery and Glass Ware, Carpets and Rugs, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Side Tables and Cabinets, etc., etc.

Also—
One Grand Piano, 200 yds. Damask Table-Cloth (new), Two Sextants, One Piano Player, One Stock Piano, One Piano by Robinson Piano Co.
(Full Particulars from Catalogue).
Terms:—Cash on delivery.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 12th Dec. 1923.

Hongkong Philharmonic Society.

GRAND CONCERT

by the

Society's Chorus and Orchestra.

THEATRE ROYAL

TUESDAY, December 18th, 1923.

at 9.15 p.m.

Booking now open. Anderson Music Co.

PRICE \$4, \$2 & \$1.

THE CHINA LIGHT & POWER Co., (1918), Ltd.

THE Fifth Ordinary General Meeting of Shareholders will be held at the Office of the Company, St. George's Building, Charter Road, Victoria, Hongkong, on **THURSDAY, the 20th December, 1923,** at 11 o'clock in the forenoon, for the purpose of receiving a statement of accounts and the report of the General Managers for the year ended 31st. September, 1923, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be CLOSED from Friday, the 7th December, 1923, until Thursday, the 20th December, 1923, both days inclusive.

SHEWAN TOMES & Co.,
General Managers.
Hongkong, 30th November, 1923.

SCREEN CRITICS PRAISE.

MARIE PREVOST

— IN —

Don't Get Personal

New York American:—
"Marie Prevost is quite a little person—pert and of style and still new to screen patrons. She fascinates.
The story is frothy and entertaining and Miss Prevost is charming in a variety of modes and moods."

New York World:—
"It is an interesting picture splendidly photographed and shows Miss Prevost rapidly developing into a right convincing and effective screen actress."

New York Tribune:—
"Miss Prevost has the quality whatever it is, possessed by Gloria Swanson. She is always interesting."

Sunday and Monday

AT THE

WORLD THEATRE



SHOP EARLY

SINCERE'S SPECIAL XMAS SHOW

IT IS NOW TIME TO PURCHASE YOUR
CHRISTMAS PRESENTS

MAKE YOUR SELECTION FROM OUR
WONDERFUL DISPLAY OF
XMAS GIFTS
THAT REALLY WILL BE USED AND APPRECIATED

Here are a few suggestions to help
you in your choice

LADIES'	GENTS'
SPORTS WEAR.	SMOKING REQUISITES.
SILK SCARVES.	PURE WOOL SWEATERS.
HANDKERCHIEFS.	SHOES.
VANITY BOXES.	SILK SHIRTS.
SILVER MESH BAGS.	TIES.
GLOVES.	FELT HATS.
HOSIERY.	CUFF LINKS, STUDS, ETC.

AND FOR THE CHILDREN
All the latest Novelties from
TOYLAND

COME EARLY—AVOID THAT LAST MINUTE HUSTLE,
AND PURCHASE YOUR GIFT IN COMFORT.

Value
Service
Reliability
Economy
Courtesy

PRESCRIPTIONS —

when the doctor prescribes he expects the druggist to fill the prescription with pure drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the doctor's prescription filled here and the result will be satisfactory.

The Pharmacy.
The Red Bridge Opposite Ice House St.



FOOK WENG & CO.
Astor House Buildings. Manufacturer of Swatow Drawn Work & Embroideries.
Dealers in all kinds of Silk goods of the best quality, Mandarin Costumes, Antique China and Curios, Etc., Etc.

CHEAP SALE
The opportunity occupies 25 days only.
15th. December, 1923 to — 8th. January, 1924.

Tel. 654 **HOP CHEONG** 55, Queen's Road, Central.
COMPLETE HOUSE FURNISHERS

DEALERS IN
SWATOW DRAWN AND LACE WORK
EMBROIDERIES, OLD MANDARIN COATS, SILK, ETC., ETC.
LARGE CONSIGNMENT JUST UNPACKED.
INSPECTION CORDIALLY INVITED.

HONGKONG HARDWARE CO.
"TAI LEE CHAN."
— ESTD. 1884 —
METAL GOODS and HARDWARE.
Tel. No. C.1993. 119 Jervois Street.

RELIABILITY.

A PIANO WITH GOOD TONE WHICH WILL WITHSTAND THE HARDEST USAGE is the—

MORRISON PIANO

THEY CAN BE SAFELY RELIED ON BECAUSE THEY ARE BUILT TO STAND THIS CLIMATE.

GUARANTEED FOR SEVEN YEARS.

Cash or easy payments can be arranged.

See them at
TSANG FOOK PIANO CO.
Telephone No. 2127. 94A. Wanchai Road.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET.
DEPTH ON CENTRE OF
SEAL (LOWEST) 34 FT. 6 INS.

—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF LIFTING 100 TONS AT 70 FEET RADII.

TEL. AMBULANCE "TAIKOO DOCK" HONGKONG.
TELEPHONE NO. 20.
CABLE PLANT: "C" OVER "ANG. PERMANENT."

BUTTERFIELD & SWIRE
(INCORPORATED IN HONGKONG)
AGENTS.

A permanent roofing at a price competitive with corrugated iron.

"ITALIT"

The perfected red and grey corrugated cement—absolutely—

ROOFING

The Inspecting Engineer to the Crown
— Agents for the Colonies —

has conducted an interesting and conclusive series of tests on "ITALIT" and a copy of his report, together with full particulars of "ITALIT," will be forwarded post free on request.

Delivered or fixed in any quantity anywhere.
Just ask for a copy of the "ITALIT" Booklet.
STOCK CARRIED BY—
SHEWAN TOMES & CO.
HONGKONG & CANTON. **SOLE AGENTS**

"ITALIT" provides the maximum in durability and safety at a minimum cost.

I like them —
They Satisfy
—and the blend can't be copied



Chesterfield
CIGARETTES

LIGGETT & MYERS TOBACCO CO., U. S. A., Manufacturers

INTERNATIONAL POLICE.

Why England Has Stood Aloof.

There is a proposal to establish an International Police Commission at Vienna to co-ordinate the police forces of the world. As the present extradition treaties already cover the relations between the national police forces, this would appear to contemplate something in the nature of an international authority, in which case England would view the suggestion with a very sceptical eye.

"We have not been informed what powers and authority such a body would have," said an official at the Home Office to a representative of the *Pull Mall Gazette*.

"Consequently we have no official opinion, but my personal view is that such an international body would contain grave elements of danger."

"If it meant that an Austrian policeman could come over here and make an arrest, no one in England would favour it at all. At best it would be setting up an authority that would interfere with the home police powers in an unfortunate manner."

"England sent no representative to the Congress, because the agenda furnished us proposed for discussion problems that were political rather than police, such as extradition."

"We saw no good in having a lot of policemen wagging their tongues and giving vent to hot air about matters that they had nothing to do with."

"Extradition, for instance, is for diplomatists and Parliament, not for policemen."

"It was proposed that Vienna should be made the home of the central authority. Vienna might be all right, for the reason that the capital of a small State is usually chosen as the centre for international bodies—that is, supposing the proposal is worth considering at all."

"The United States would not have it at any price. Police problems over there are almost wholly domestic. It is a question there of co-ordinating their own State forces to deal adequately with crime at home."

Get a **VICTROLA** this Christmas and make all the Family happy.
S. MOUTRIE & Co., Ltd.
Sole Agents.

Whiteaway, Laidlaw & Co., Ltd.
GENTS OUTFITTING DEPARTMENT
THE NEW "BUDD" BOW TIE

FOR DAY OR DRESS WEAR
The Simplest and easiest bow to tie:

FOR DRESS WEAR
White Pique 75 cts.
Black Silk \$1.50 cts.

FOR DAY WEAR
A splendid selection in plain colors, stripes, checks and foulards.
\$1.50 & \$1.75 each.

NEW SEMI-DRESSED COLLARS

THE VANHEUSEN COLLAR
(BRITISH MADE)
THE World's smartest collar. Requires no starch. Stocked in 4 styles.

NOTE OUR PRICE
\$1.00 each

NEW SOFT DRESSED COLLAR
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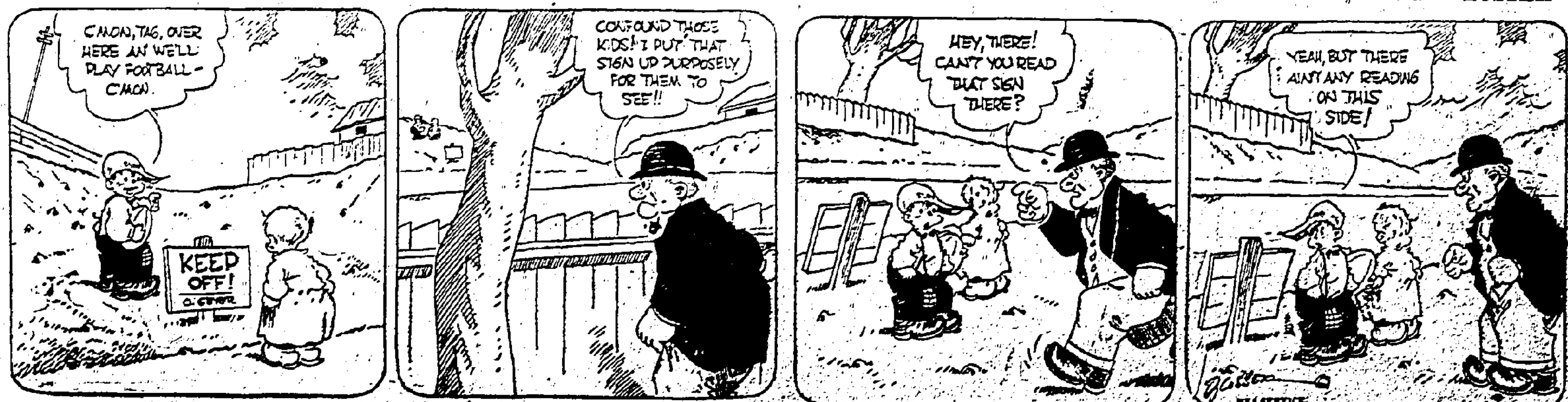
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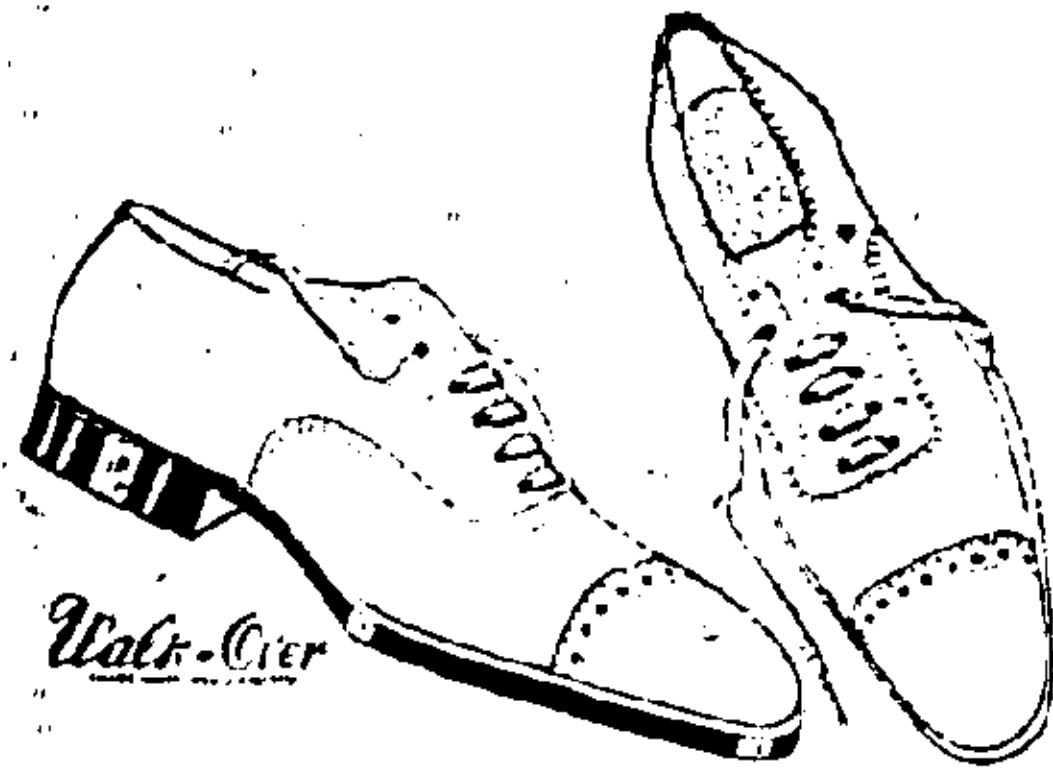
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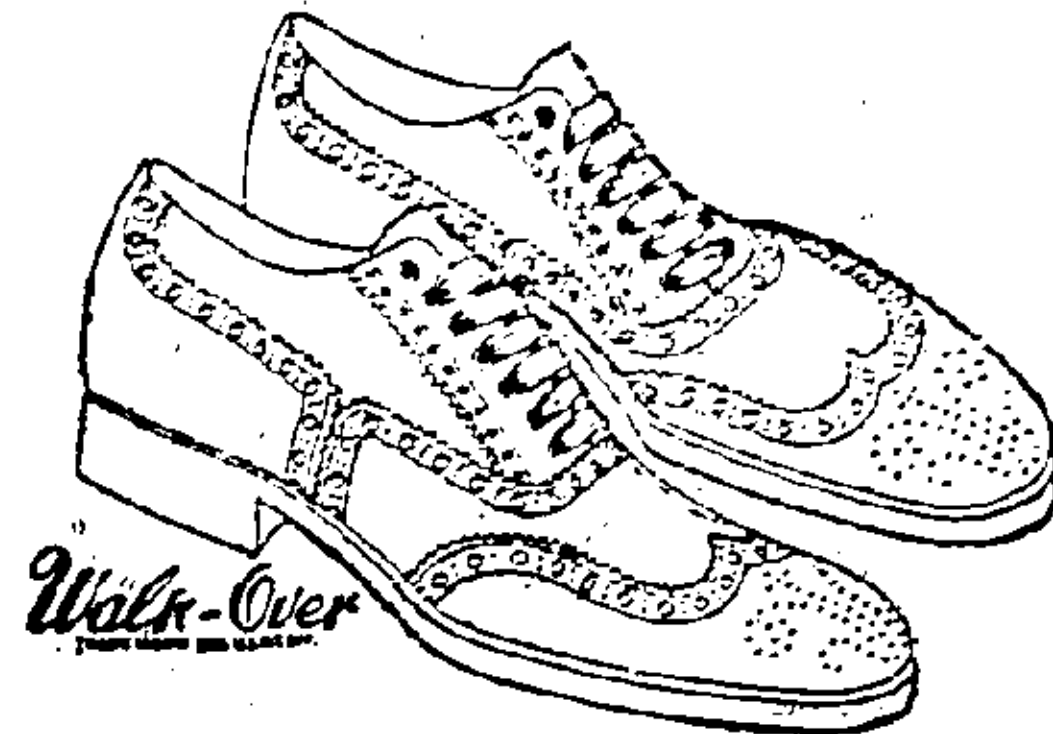
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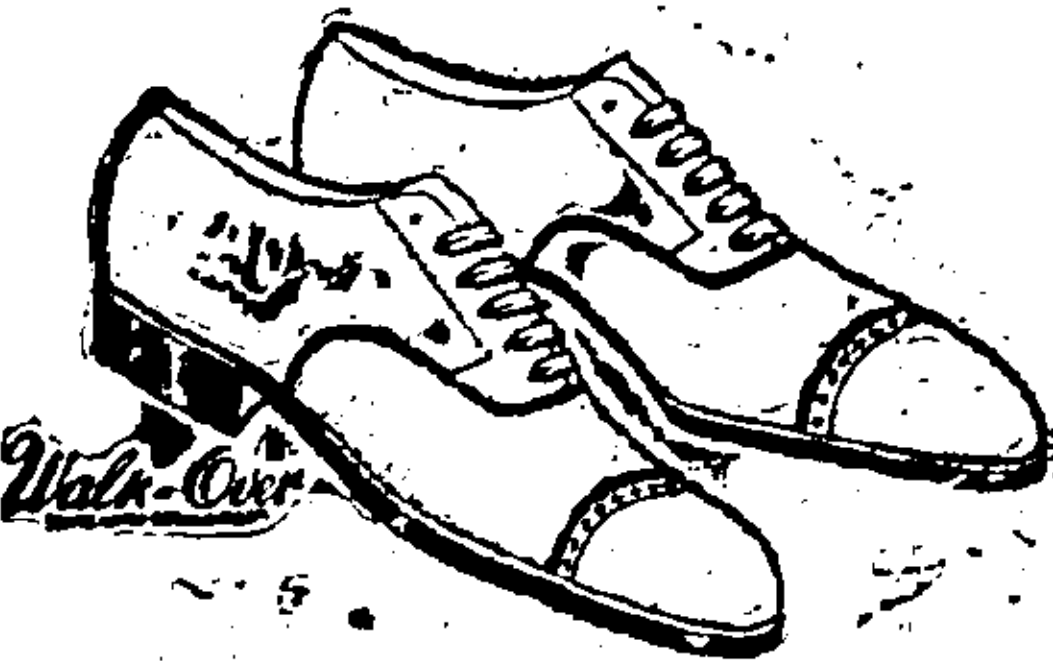
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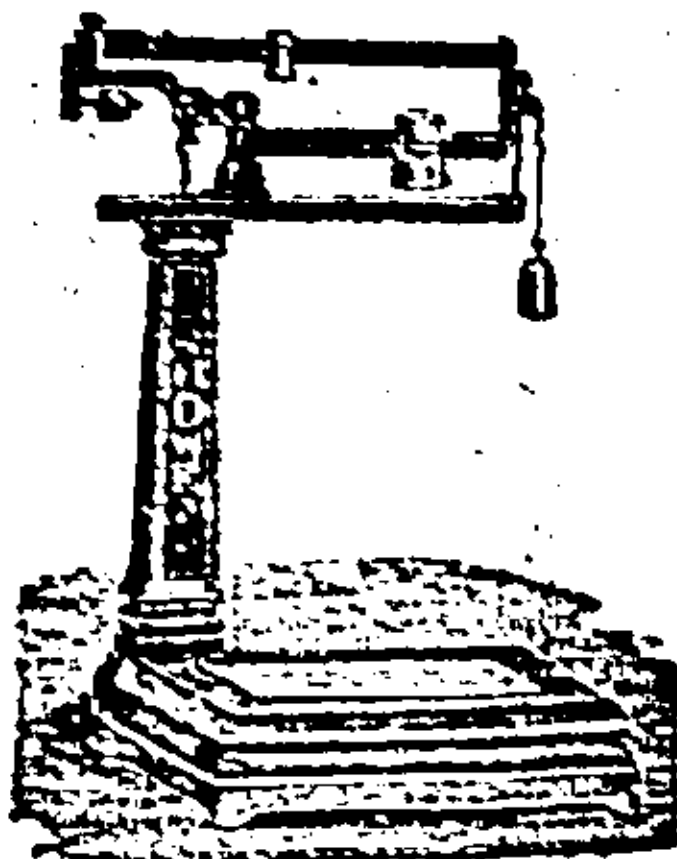
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The Telegraph.

HONGKONG, 15th Dec. 1923.

AMERICAN IMMIGRATION.

A perpetual subject of controversy for Senators, the Press and the public of the United States of America is to be found in the problem of immigrants into that land of promise. Eventually, the continent may be one mixture of most of the races of mankind, in smaller or bigger proportions. That might not be for several hundred years, but in the meantime we observe the various European nationalities, whatever their differences, settling down side by side as fellow citizens of the great western republic. In this matter of race there has been as much discussion as on any other point, and the hope that the Northern European stock will remain preponderant has repeatedly been expressed. It is difficult to see how the American Government can successfully guide the course of biological evolution; and in the end we should find North America the home of a nation consisting of the welded dominant factors of each race to which the country has given shelter.

The main immigration problem—apart from the one of keeping out a threatened influx across the Pacific—has been to regulate the numbers of the newcomers in such a way as to prevent a flooding of the labour market and a consequent dislocation of industrial conditions. The United States still offer fine opportunities to the right men, so much so that British Colonials from Canada and even Australia are found among the immigrants. But the time is rapidly approaching when the population will be big enough for practically all present requirements, and new comers will find little scope. Eventually, should no proper regulations be introduced, we might observe a very acute unemployment problem in the country, despite the rigorous measures to exclude the unfit. It is this possibility that the American Secretary of Labour has in mind when he advocates further restrictions on immigration, and declares that an unemployment problem of "menacing proportions" is otherwise threatened. What occurs at once to the minds of outside observers is—where are the streams of emigrants to be deflected? Europe cannot support them; America is gradually closing her

doors to them; and the British Colonies can only absorb a limited number each year (these preferably of British race.) It appears as if the next decade or two will see some exceedingly serious problems of over-population, both in the East and in the West. And there is anything but comfort in the thought that racial migrations have, throughout the history of mankind, been the most prolific sources of wars, famine, and pestilence. Truly, it would seem that the next generation have a dismal heritage!

"Skeeters."

There is a good deal of sickness in Hongkong at the moment, for much of which, according to medical opinion, the mosquito is to blame. Not only is this annoying little insect responsible for malaria, but dengue also has been traced to the same source. It may interest readers to learn that, according to medical scientists, the male mosquito never bites. Mother mosquito does all the well-raising and she prefers to sink her hypodermic into men rather than women. Some years ago, there was a belief prevalent that the mosquito died after taking one bite. That has long since been falsified—she comes back for more, as most of us know only too well. Efforts are now being made in many parts of the world to rid us of the mosquito pest, and no doubt success will be attained eventually. In the meantime, it is the bounden duty of all to join hands with the authorities in seeking to prevent the breeding of these insects. This can be done by seeing that no stagnant water is left about, by pouring kerosene on idle pools and also by preventing water from gathering in the cup-ends of bamboo sticks used as fencing, etc. This latter is a most fruitful source of breeding after rains, and those who have gardens should make a point of seeing that such "cups" are permanently stopped up. These are small matters from some standpoints, but they have an important bearing on family and public health.

Macao's Future.

The article which we reprinted yesterday regarding the future of Macao has an interest to many other than the Portuguese residents of the Far East. Tributes which are thoroughly well deserved were paid, both to the Portuguese Minister at Peking and the present Governor of Macao, both of whom have worked with quiet determination and energy to revive the past glories of this little port. That their efforts have not been confined to mere talk and discussion is evident from the work now in progress for improving the harbour. In many other ways, also, both the Minister and the Governor have joined hands in a common desire to bring prosperity to the neighbouring settlement. When the harbour works are further advanced, railway communication will have to be taken up in which connection we trust that the political situation in South China will be such that successful negotiations towards this end will be possible. Our Portuguese friends have no truer well-wishers than the British, who would rejoice to see Macao filling a more important role in the sphere of commerce than she now does. This would be to the mutual interest of Hongkong and the neighbouring port. Of that we are sure. We therefore wish those who are concentrating on this task the very best of luck everything in to which they put their hands.

THE PHILLARMONIC.

TUESDAY'S CONCERT.

Indications are that Tuesday's concert will be well attended, the sale of tickets in addition to bookings being very encouraging. Besides the items already mentioned, the Society will give "Songs in a Farmhouse," which is a cycle of traditional songs, arranged for soli, chorus and orchestra by Frederic Austin of "Beggars' Opera" fame. The work is of a light character and the songs include "Summer is a coming in" (chorus), "The Poacher" (bass solo and chorus), "It was a lover and his lass" (chorus), "The Banks of Allan Water" (soprano solo), etc. Rutland Boughton's very fine example of modern part-writing, "Song of Evening," is also in the programme.

DAY BY DAY.

SILENCE IS DEEP AS ETERNITY; SPEECH SHALLOW AS TIME.—
Carlyle.

Dr. G. H. L. Fitzwilliams, a former well-known medical practitioner in Hongkong, is on a visit to the Colony, having arrived here by the P. and O. liner Macedonia.

The Blue Funnel Line has issued an effective wall calendar bearing a picture in colours of one of their passenger liners.

The master of s.s. Hunan reports that he sighted a derelict junk off Cape Kami light house, light house bearing north four miles.

The King's Exequatur empowering Mr. Sverre Berg to act as Norwegian Consul in Hongkong has received His Majesty's signature.

Tenders are invited for the occupation, from February 1st, 1924, to October 31st, 1925, of Kowloon Marine Lot No. 94, situated at Hungshom. The lot comprises about 96,870 square feet.

The silk shipped per s.s. President Madison, which sailed from this port on November 18th, at 10 a.m., arrived in New York on December 12th at 10 a.m., having been 24 calendar days in transit.

His Excellency the Governor has appointed Lieut.-Commander Walter Conway Hake, R.N.R., Assistant Harbour Master, to act as Harbour Master, Marine Magistrate, and Emigration Officer until further notice.

With the exception of the group taken by Mee Cheung at the Todd-Baker wedding, all the photographs appearing on our Picture Page to-day were taken by the Ming Yuen Studio, which has a large and varied supply of photographs of the M. C. L. Fete.

The letting of an oyster-bed in Sham Chun River is to take place at the Pig Shan Land Office on the 20th instant. The annual Crown rent is \$5, but there is no upset price. The lot, which comprises 0.25-acre, must be used solely for the purpose of rearing and breeding oysters.

An armed robbery has occurred at Cheung Sau Street East, in which four men participated, two with revolvers. The alarm came shortly after seven o'clock last evening, but by the time the police arrived at the house, the gang had got away with over \$200 worth of money and property.

The balance sheet of the Royal Hongkong Golf Club shows that a donation of \$1,000 was made by Mr. A. E. Crappell before leaving the Colony, towards the improvement of the Deep Water Bay course. Another old member, Mr. H. J. Gedde, donated two debentures (\$200) to the Club.

"Way Down East," the master film of Griffith, which packed the Coronet for several days on its recent return visit, will come to the Star to-morrow. The claim is made that this is still Griffith's best picture. The attraction for to-day only is Jack Pickford in "Garrison's Finish," an exciting drama of the Turf.

Good progress is being made with the Billiard Association games at the V.R.C. During the week, the Club de Recreio defeated Esma by 1,471 to 1,067, thus entering the semi-final. The other semi-finalists are the Club Lusitano, the Catholic Union and the University or Chinese Club, the two latter meeting to-night.

To-day is the last showing of "Trouble" at the Coronet. To-morrow the attraction will be Norma Talmadge in "The Eternal Flame," a story adapted from Balzac's "Duchesse de Langeais." The film provides strong material for the excellent cast, and the settings, in the period of France of the Louis reign, are of unusual beauty.

Mr. F. C. Jenkin appeared for the defence in a case before Mr. J. R. Wood this morning in which Liu Choy, a merchant of Queen's Street, and Lau Wing, a coolie, were charged with joint possession of 200 taels of illicit opium. Bail was fixed at \$20,000 for the first accused and \$5,000 for the second, the hearing being adjourned.

Bulls and Inners

From the Office Butts.

We are authorised to contradict the rumour that the vote of \$4,000 passed at Thursday's Council meeting for "stamping machines" indicates the Government's intention to commence manufacturing Robots.

Look out, or Doctor Brinkley will get your goat.

Some of our aged jazzers will probably seek friskiness through the goat gland treatment.

On the other hand, some of our local goats had better look out or they will be separated from their glands.

One of the suggestions heard this week is that Official Robots, taught to stand up and say "I rise to second the motion" would be a great convenience at Council meetings.

A correspondent wants to know why some of our damaged bill roads still retain their Creasy appearance.

The Shanghai A. D. C. are presenting "Madame Sherry." Even as an after-dinner offering, it should be quite acceptable.

"Russia Buys 500 Aeroplanes," says a newspaper heading. Still up in the air.

"Boilermakers' Dispute Settled," reads another caption. Seems to be another in progress in the flat below us.

The demand for a Soviet Navy means that Red Russia wants more Bluejackets.

Talking about Robots, isn't it about time some of our Government officials were sent to the stamping mill?

On Tuesday, the S. C. M. Post had under the heading "Sports of all Sorts" an account of a human ear sent through the post by bandits. Some sport!

Judging from the result of the St. George's v. St. Andrew's golf match, the effects of bagpipe-playing were not so demoralising as anticipated.

A writer says the Americans are not too fond of the English, but they like the Scotch. Bottled?

A New York inventor has died of a broken heart. He recently received patent rights for an absolutely perfect corkscrew.

Hongkong may be more sober than it used to be, but that doesn't remove the fact that money is still tight.

Be grateful! If you'd been a turkey, you'd only have ten days to live!

Among other other things due to fall on Christmas Day are Government rates.

President Coolidge, favouring the limitation of immigration, said "those not wishing to partake of the American spirit ought not to settle in America." One can't be very patriotic on wood alcohol.

"Lloyd George's Bust in New York" says a headline. We have been on a bust ourselves, even in London.

We suspect a neighbour of ours who plays the piano to be a Robot—one of the \$150 ones.

If men stuck to their wives as they stick to their seats on the Peak tramcars, there wouldn't be nearly so much scandal.

Some people believe in women getting men's wages. Married women do.

A Shanghai theatre manager offers free tickets to divorcees to view a film on the marriage problem. Looks like rubbing it in, eh?

Several members of the Scottish golfing contingent were ill on Sunday, but not nearly so sick as those who returned from Fanning.

What about importing a few Robots to build the Kowloon Hospital?

Coming events cast their shadows before. A man named Duck is to play for K.C.C. to-day.

Apparently there were more Imperial Conference representatives from Africa than we had thought. A contemporary informs its readers that Gen. Smuts "girded his loins" prior to the Indian debate.

"Bats and their Habits" was the title of a scientific lecture in the F. M. S. the other day. The average local cricketer cannot explain the habits of some bats when he winds up the season with an average expressed thus—0.

It was only after seeing "R. U. R." that we realised the source from which Hongkong obtained its traffic policemen.

Dr. Georges Lovet declares that when a goat is placed among sick sheep they invariably recover. How about one for the Scottish golfing community?

The Canton authorities are not entirely inconsiderate. Telephone subscribers can flirt with the girl operators three times before their number is cancelled.

A well-known entomologist says that a queen bee lays about 1½ million eggs in a lifetime. Had some of our modern scientists lived a few thousand years ago they have given the poor old Dinosaurs a busy time by grafting a queen bee on to the egg dept.

"Hell Come Here!" said a recent headline in a Manila contemporary. But it was not a piously-expressed hope after all—merely a dropped apostrophe.

The daughter of the Republican Governor of New York is reported to be an expert mule driver. Her father now wants her to handle the Democratic donkey.

Some folks' literary knowledge is so scanty that they think Shakespeare's Hamlet is Stratford-on-Avon.

A contemporary reports that, at Thursday's meeting of the Legislative Council, the Passports Bill was "dead the first time." Let's hope it won't come to life again.

We doubt whether "Winnie" wife would feel overpleased at the fact that Reuter, in wiring details of the Douglas Hibel trial, stated that "Mrs. Churchill and a number of well-dressed women were present."

The author of "..." has not lived in vain. We read that "considerable interest has lately been aroused in Jamaica and some of the other British West Indian colonies in proposals for increasing their exports of fruit to Great Britain."

Lots of Hongkong's young men are suffering from voluntary inertia.

They'd like to wake up one morning and read that somebody had invented a noiseless alarm clock.

The ex-Crown Prince of Germany is, we see, "to be permitted to live in Germany as a retired gentleman." A terrible punishment.

A local contemporary the other day referred to "Rossum's Barber of Seville." Presumably one of those new mechanical croppers.

As Burke said, "What shadows we are, and what shadows we pursue!"

The "large and appreciative audience" which was reported to have attended the lecture on "The League of Nations" consisted of thirteen people.

The next evening, 200 men assembled to consider how high a racing pony should be!

The Chinese have the reputation of being the most truthful people on earth. They now want to take up golf.

Removing walnut stain or unsavouring eggs is easy compared to finding what's wrong with the radio.

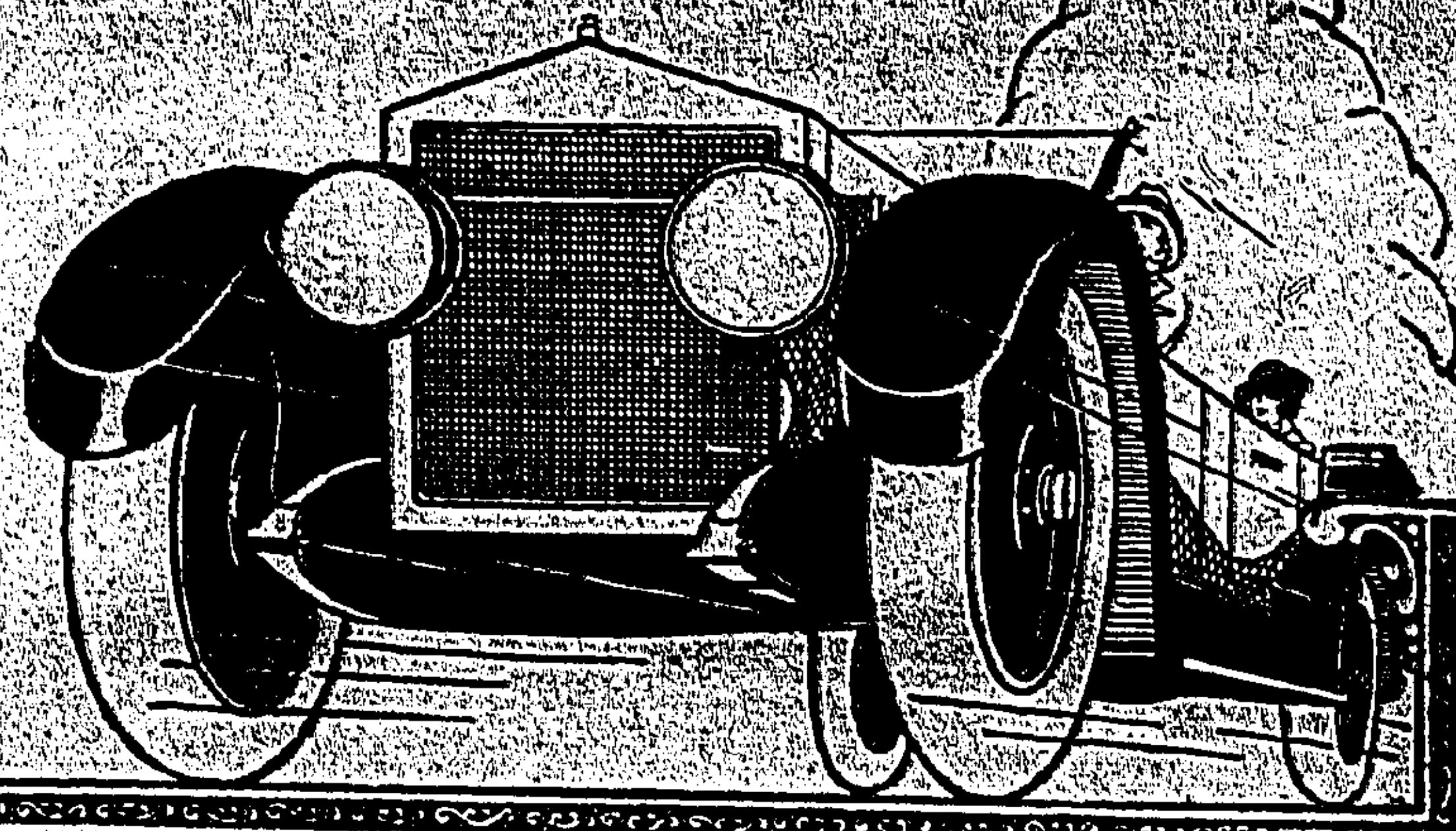
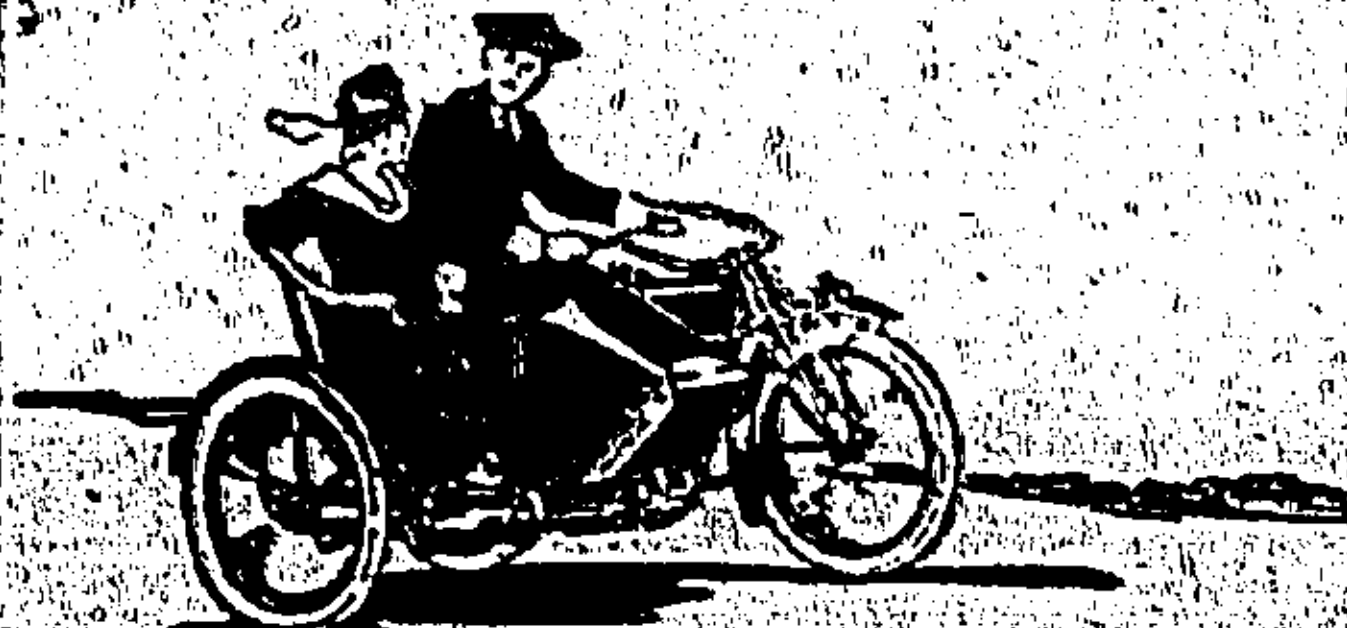
Colds are very prevalent in Hongkong at present. Some of the sufferers have got glaucoma.

MOTORING SUPPLEMENT

OF THE HONGKONG TELEGRAPH.

Saturday, the 15th. December, 1923.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

It is to be regretted that the Committee of the Motor Trials has felt obliged to abandon the Motor Gymkhana. After so many disappointments in their effort to secure a ground, and after so many unavoidable postponements, it is clear that interest in the event had waned, and in the circumstances, the Committee were wise to come to the decision they did.

It does, however, appear cause for regret that lack of a ground should make such a fixture, which would surely be most enjoyable, an impossibility. Other places in the East, notably India and Ceylon, have held many such events, which have been attended with the greatest of success. We are still hoping that possibly next year Hongkong will have its first Motor Gymkhana.

Bad luck seems to have dogged the footsteps of the Committee from the very start. Definite promises of at least two grounds were secured, but these were later withdrawn. The final instance was most extraordinary. After the Clerk of the Course had given written consent to the use of the Racecourse, the Stewards of the Jockey Club, without even so much as an expression of regret, bluntly intimated that the permission was withdrawn.

Such a *cul de sac* was not only most unfair to the Clerk of the Course, placing him in a most invidious position, but also indicated a deplorable state of confusion amongst the officials of such an important organisation as the Jockey Club. A deal of preparation had been made for the event, involving considerable expenditure in securing needful apparatus—a circumstance which makes the Jockey Club's action all the more deplorable.

Elsewhere will be found a picture of the new badge of the Hongkong Automobile Association, which is most effectively turned out in three colours. A number of applications have been made by members for the new badge, and those who have not yet secured theirs should apply to the Hon. Secretary. All members should carry this badge on their cars or cycles.

During the past week there has been some correspondence in the columns of the *Telegraph* regarding the transportation of motor cycle solos and combinations across the harbour. We learn that the Association has this matter in hand and that negotiations on the subject are pending. Meanwhile, the Association does not wish to say anything on the subject.

Mr. W. E. Roberts of the Hongkong Tramway Company, Ltd., a member of the Committee of the local Association, has returned to the Colony with a handsome Armstrong Siddeley Six. It is worthy of note that nearly all the members of the Committee of the Association own cars of British make.

Special attention is drawn to the article elsewhere in this issue regarding the Show at Olympia. The main features of this exhibition are outlined at some length, and it will be noted therefrom that the prices of British cars are very much reduced.

A new car has made its advent into the Colony this week, through the Hongkong Hotel garage. This is the 10-20 h.p. Galloway car, made by the Atrol-Johnston firm, of Dumfries, Scotland, and is one of the best known of British light-weight cars. Although the Hotel Garage's model only arrived in the Colony on Tuesday, it was in the showroom on Thursday, and has already attracted a deal of attention.

The model on show is one with an open four-seater body (three doors), has an adjustable driver's seat and is painted light brown and suitably upholstered. It is a very compact little car and has essentially pleasing lines. The engine is an especially high-class product and constitutes, perhaps, the greatest attraction. The car is fitted with cape car hood, with all weather curtains, folding glass windscreen, Lucas 2-unit lighting and starting set, electric horn, Michelin detachable disc wheels, Dunlop tyres, etc. The makers' advertising brochure says:—

"The Galloway car combines all the essential qualifications of a high-grade car. Its lines are particularly graceful, the seating ensures a most restful driving position, while the chassis is designed in accordance with the most modern engineering practice—its power unit being extraordinarily efficient, flexible and accessible. The Galloway possesses a 4-speed gear-box (with right-hand change), has a remarkable turn of speed, and is a brilliant hill climber."

Of interest to users of motor trucks is the following:—"Once again" the supremacy of the famous Thornycroft is demonstrated by the recent order of the City of Tokyo for 20 two-ton "BT" model trucks. This order was placed after the Government had made extensive tests on the fuel consumption. Forty-three miles to 5 U.S. gallons of kerosene was the enviable record made by a Thornycroft in these competitive trials.

MOTOR TRANSPORT.

LOCAL CYCLIST'S COMPLAINT.

We have received the following letter for publication:—

Sir,—I prefer that my answer to "Troglodyte" should appear in your popular Motoring Supplement on Saturday and will therefore thank you to insert it therein. "Troglodyte" evidently belongs to that school of fogies which has no use for motors or anything motoring. Hence his reference to "stink pots." In this Colony there are interests working against motorists, and no doubt "Troglodyte" would like to see us all banished from the Colony. May I point out for his benefit, however, that he is sadly misinformed when he says motor cycles can be taken across the harbour free of charge in the motor lighter when the latter is transporting cars? Thinking that he knew what he was talking about, a couple of days ago I put my bike on the lighter to get it sent across at the same time cars were being sent over. It was an hour and three-quarters before it reached Hongkong, and then I was charged two dollars! Perhaps that's a "protection tariff" too? Anyhow, I am now looking to the Automobile Association to take this matter of transport fares up. I say we motor cyclists are being absolutely fleeced.

Yours etc.
MOTOR CYCLIST.
Kowloon, Dec. 12th, 1923.

[Motor Cyclist "will be pleased to note that the Automobile Association has this question in hand. Ed.]

MOTOR CAR ENGINES

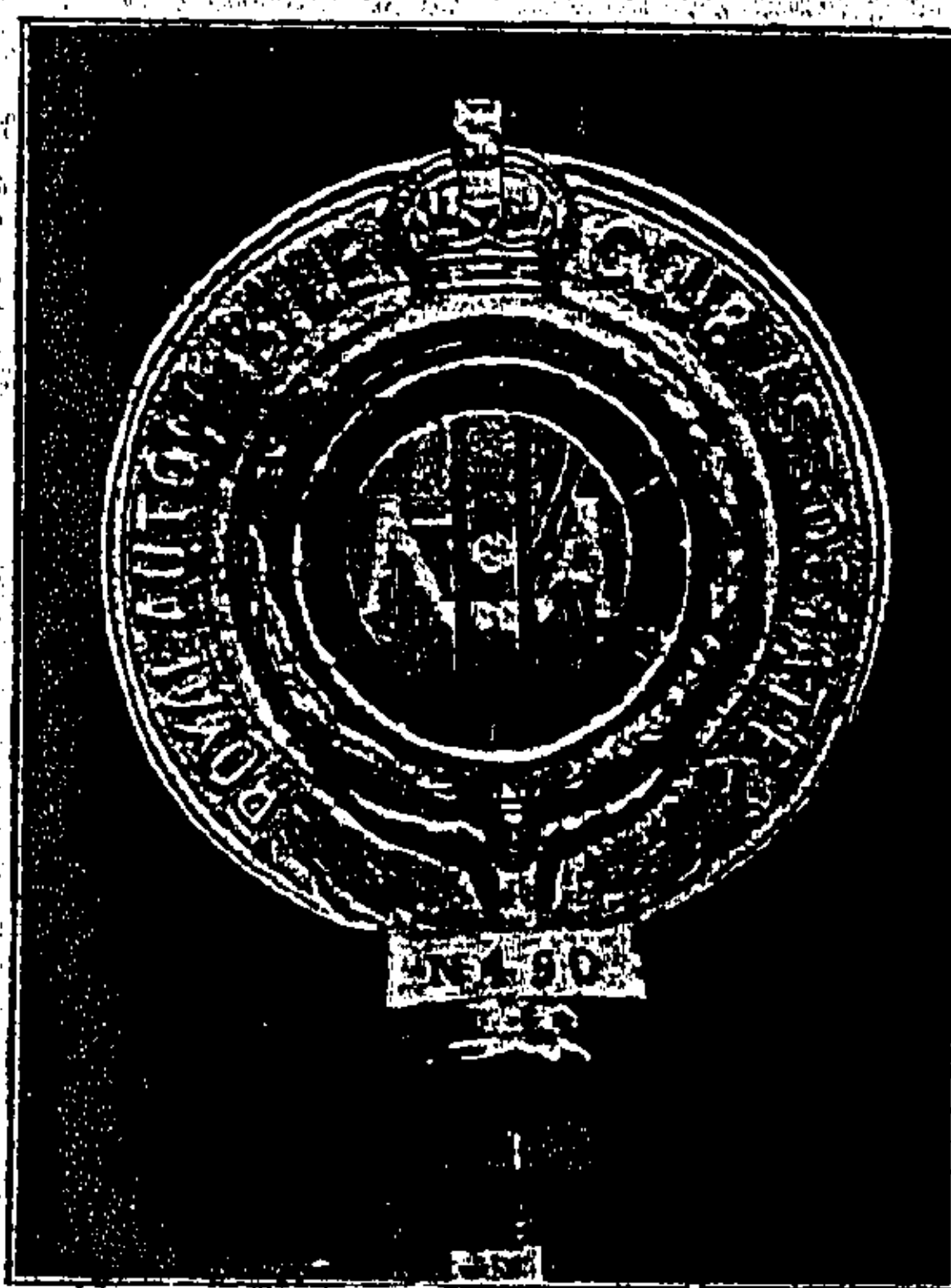
Prospects of the future.

The question of the advance in the design of car engines which has taken place during the past few years may very quickly be summarised thus:—"In 1912 engines working at 2,500 revolutions per minute were considered by many as working at too high an output to be relied upon. These engines, whose normal rated horse-power would be 14, actually developed 45 h.p. This year Sunbeam engines, specially built to participate in a road race, will run constantly at 6,000 r.p.m. and will develop 108 h.p. Last year, the engine built for the same purpose, and of the same capacity gave 88 h.p. These figures all relate to that model for which the rated capacity is 14 h.p.

The enormous development which has taken place in power production in small units is also seen in the alterations which have been necessary in connection with the conditions laid down for road racing on the Continent. As road racing is illegal in the United Kingdom, it is necessary to look abroad for this comparison. In 1914, in the French Grand Prix, the engine capacity was limited to 4½ litres, so as to reduce the possible speed to that compatible with the course, which always has a number of sharp turns. In 1921, this limit was reduced to 3 litres, and in view of the great strides made during the past year, as indicated above, the engine capacity will have to be still further reduced.

It will no doubt be possible, in the future, to build engines for normal touring cars with a speed of 4,000 r.p.m., without loss of durability. The engine being much lighter will stress the chassis to a lesser extent than present types; and, in addition, will not cost more to manufacture.

HONGKONG A.A.'S NEW BADGE.



HENRY FORD.

A "Close-up" Picture.

A biography of Mr. Henry Ford has just been published by Messrs. Funk and Wagnalls of New York, from which it appears that he founded his company in 1903. At the end of nineteen years nearly 5,500,000 cars had been sold from his factory and the cash receipts reach the stupendous figure of £600,000,000! This staggering information is here revealed for the first time. The few friends of Mr. Ford, who risked their money when the company was founded, gained wealth beyond their wildest dreams. Miss R. V. Couzen, a school teacher, invested £20, and drew £71,000.

But, says the biographer, "the Henry Ford of 1914 is gone. He was only a kindly man who was interested in mass production of motor-cars and the paying of high wages to his employees. The new Ford is kindly and gentle, but he pays high wages and shares profits as a matter of routine and habit. He sees the world in great disorder, and his passion of passions is to set it right."

A widespread belief that Ford is illiterate is vigorously denied. "There is not a word of truth in this," his historian tells us. "I have seen and heard him read many a time," he adds. "I have seen him write. He can write as well as anybody needs to—better than the average business man."

Here are a few extracts from what the writer describes as a "close-up" of Mr. Ford:—

"Two personalities are reflected in his face. One is diffident, almost to the point of bashfulness. The upper part of his face is distinctly feminine in type. His head, from the eyes up, has the poise that one associates with a noble woman; a woman who has suffered, endured and survived. Some one has suffered—either Ford or his mother or some ancestor.

"Ford wears a different suit of clothes every day, and he wears his clothes well."

There, then, is a very brief selection of what this biography contains, but sufficient has been said to whet the taste of those who may want to know more of this extraordinary man.

STOPPING A CAR.

A SIMPLE TEST.

Just how long does it take to bring your car to rest at various speeds? You will be interested and perhaps surprised if you make a trial. Here is the way to carry this out. Take a quiet piece of road and mark a given point—drive up to this mark at say 10, 20 and 30 m.p.h., put on your brakes full and then measure how many yards you covered from the application of your brakes till the car comes to a full stop. Then, if you can, make the same test with your wheel braking, and you will understand why it is that every maker is to-day fitting or experimenting with this wonderfully efficient method. So powerful is the retardation (says a motoring writer that when I tried to pull up at 30 m.p.h., with the hardest possible brake application, I was nearly thrown out of the car by the sudden stop! On the other hand, when the braking is progressively applied, the stop is so even in its effect that one is scarcely aware of the change from speed to rest.

AMERICAN MOTOR TRADE.

The Foreign Market Campaign.

During September the production of motor cars and trucks in America, estimated on factory shipment figures, was 328,749, making the total for the nine months of the year 3,021,896, which compares with 1,884,289 for the first three quarters of last year. The nine months' production month by month, with the figures for the corresponding periods last year, is shown in the following table. It will be noted that September is 5 per cent under August, though 61 per cent in excess of September last year, which fell off 25 per cent from August, 1922:—

Month.	1922.	1923.
January	90,481	244,703
February	120,293	276,545
March	171,390	353,316
April	219,234	381,224
May	235,167	393,149
June	289,120	377,422
July	246,122	329,693
August	272,744	345,608
September	202,963	328,749

A PRICE WAR.

SUBSTANTIAL BRITISH REDUCTIONS.

A veritable "bolt from the blue" has descended on the motor-car industry heralding a price war by the announcement of quite a sensational reduction in the retail prices of two of the most popular makes of British cars—the Morris-Cowley and the Morris-Oxford. Below are the new prices against those for the same models for the past season:—

MORRIS-COWLEY 11.9 H.P.	New Price.	Old price.
2-seater	£198	£255
4-seater	£225	£275
Occasional Four (new model)	£215	
MORRIS-OXFORD 13.9 H.P.	New Price.	Old price.
Two-seater	£300	£355
Four-seater	£330	£380
Coupe	£355	£450

These price reductions carry the motor war right into the camp of the low-priced American-built cars.

Mr. W. R. Morris, governing director of Morris Motors, Limited, states that he has been able to effect substantial reductions, by making a thorough study of the selling side of his business. By increasing his sales, he is able to sell each car at a smaller profit. His estimate for 1924 is 50,000 cars, and he looks to his profit, which from the increased demand, a net profit of 20s. on each car, when he is selling 50,000, is quite a substantial sum, and he is convinced that success can only be attained by gaining personal experience in every department of one's business and working out the smallest details for oneself. To manufacture and not know how to sell is only half the business.

The Morris-Cowley equipment includes Lucas 12-volt dynamo, starter lighting set (5 lamps), all-weather hood and side curtains opening with doors, Smith speed indicator and 8-day clock, Boyce motor-meter (radiator thermometer), petrol and oil gauges, Enots pump chassis lubrication, 5 Dunlop cord tyres on 5 detachable steel wheels, spring gaiters, tool kit, with jack and pump, spare petrol-can and carrier on running board, and half gallon tin of Shell engine-oil, painted Morris grey. The Morris-Oxford equipment consists of Lucas 12-volt dynamo, starter lighting set, with 5 schedule of 18 miles per hour, lamps and dashboard light, Smith speed indicator and 8-day clock, addition to those at Homagama driving mirror, electric and bulb horns, Gabriel shock-absorbers on both axles, 5 Dunlop cord tyres (28 x 3½) on 5 detachable steel wheels, Enots pump chassis lubrication, Boyce motor-meter, petrol and oil gauges, all-weather one-man hood, 3-panel front wind-screen, complete kit of tools, including jack and pump, spare petrol-can and carrier on running-board. Half-gallon tin of Shell oil sent out with every car. Coachwork painted blue, claret, bronze green or Morris grey, upholstered in finest mottled grey leather.

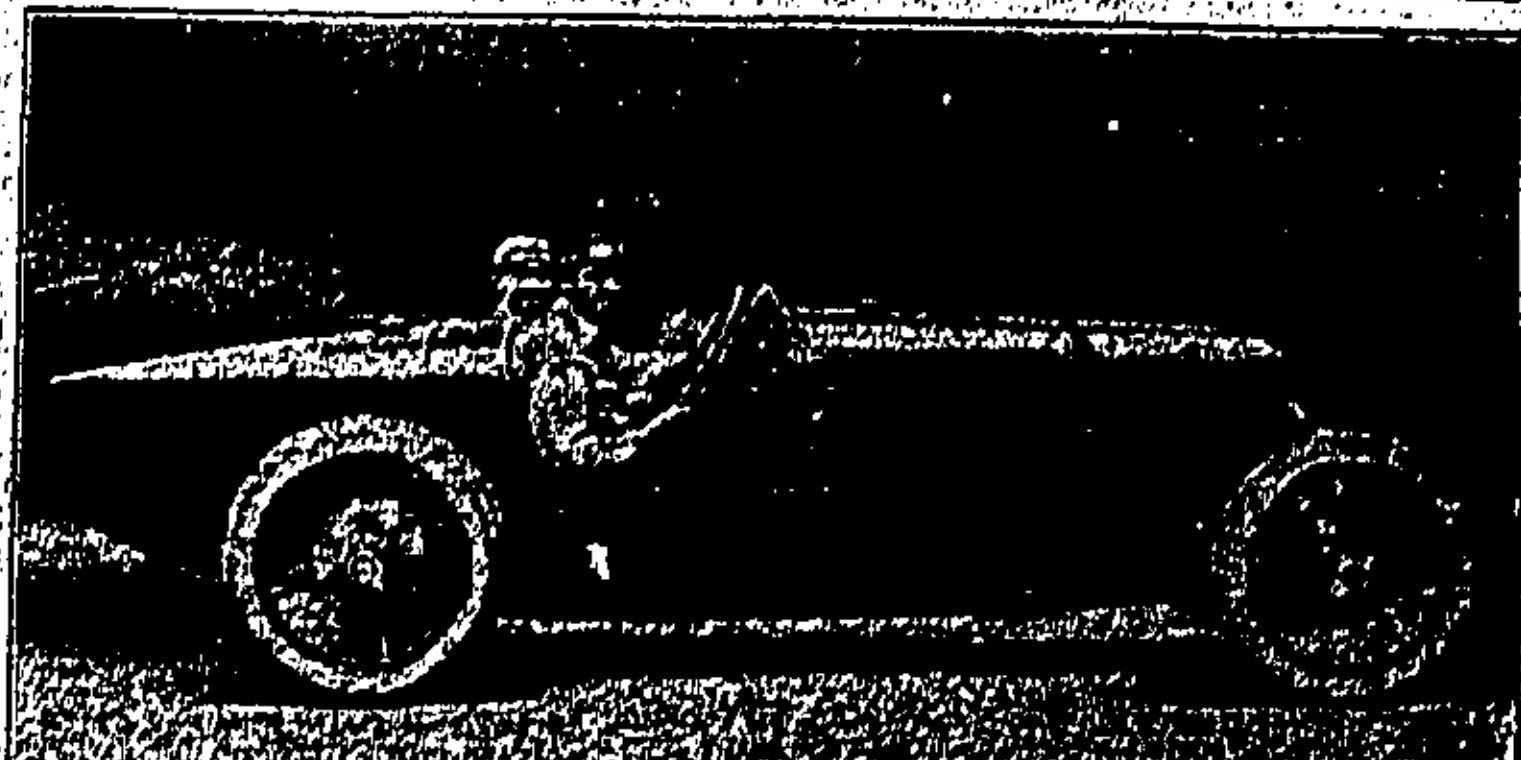
MOTOR CYCLE CLUB.

Some Recent Trials.

For a long time past, the Bombay Motor Cycling Club has been making enthusiastic preparations for speed trials. The original date fixed for holding these was the 29th of September, but owing to the great and growing interest in them, as also to the large number of entries received at the last minute, the trials were postponed for one week and held on the 6th and 7th of October. The trials were held on the Queen's Road (from the Commercial Gymkhana to the Church Gate Station), the finest stretch for the purpose in the central part of the city. There were sixty competitors in all for twelve events in the programme. The first part of the programme was decided on Saturday, 6th of October. The day was devoted to the flying start events for motor cycles of all classes and the running off of the event for light cars and heats for the Ford Championship. Both sides of the road were crowded with spectators who were fortunate to witness excellent sport and some times thrilling finishes. The performance of Mr. W. R. Sell (Sum-beam) was the most remarkable. He covered the half mile in 27.2 seconds. Next came S. A. Palkhiwala (Harley-Davidson) who covered the half mile in 29.6 seconds. The next day (Sunday's) sport was not so thrilling. The Unlimited Solo Championship attracted the largest number of entries, and proved the most interesting. Mr. S. A. Palkhiwala gained an unopposed victory while Mr. W. R. Sell (Sum-beam) met with misfortune. On the whole, the sport on both the days was excellent. There was a complete absence of accidents, while only two competitors were disqualified for minor breaches of the rules. Real sportsmanship was displayed by one and all, which was the main factor in the success of the trials.

The Ceylon Motor Cycling Club's 60-mile non-stop speed-judging trial was held recently, over a circular course starting at Mount Lavinia and taking in the villages of Homagama and Panapitiya. Competitors had to make two circuits over a 28 mile course, non-stop, driving to a motor-starter lighting set, with 5 schedule of 18 miles per hour, lamps and dashboard light, Smith speed indicator and 8-day clock, addition to those at Homagama driving mirror, electric and bulb horns, Gabriel shock-absorbers on both axles, 5 Dunlop cord tyres (28 x 3½) on 5 detachable steel wheels, Enots pump chassis lubrication, Boyce motor-meter, petrol and oil gauges, all-weather one-man hood, 3-panel front wind-screen, complete kit of tools, including jack and pump, spare petrol-can and carrier on running-board. Half-gallon tin of Shell oil sent out with every car. Coachwork painted blue, claret, bronze green or Morris grey, upholstered in finest mottled grey leather.

WINNER OF GRAND PRIX.



Driving an eight cylinder 2-litre Fiat, Chas. Salmanno won the European Grand Prix at Monza near Milan, after a struggle which left the final result in doubt until the last few seconds, by covering the 487 miles in 5 hrs. 27 min. 38 sec. or at an average speed of 51 miles an hour. The same driver also established a lap record at an average of 99 miles an hour. He is shown above in the car he used.

AUSTRALIAN MARKET FOR MOTOR CYCLES.

Motor cycles are widely used in Australia, and the market is a growing one. A preference is shown for light machines for private use and for heavy types with sidecar attachments for business purposes. The heavy machine with sidecar often takes the place of a light automobile in the country districts, and the sidecar is more often used for carrying goods than for transporting passengers. The Australian climate is distinctly favourable for the use of motor cycles, but the condition of the roads leaves much to be desired and necessitates sidecars of specially heavy construction.

NEW MOTOR CYCLE RECORD.

The British cyclist, Henry Dixon, on September 8, established a world's motorcycle record by covering a measured kilometre course in the Bois de Boulogne in 20.945 seconds, or an average of 166,660 (103.55 miles) kilometres an hour. The former record was 166,660 (103.55 miles) kilometres per hour. Dixon also set a new mark for a motor cycle with a sidecar, covering the kilometre in 25.04 seconds, or at the rate of 443,769 (89.332 miles) kilometres an hour. The meeting at which the records were made was held under the auspices of the Motor Cycle Club of France.

NON-SKID PATTERN, GUM-DIPPED TYRES AND STEAM-WELDED TUBES:

SIZES:	TYPES:	MATERIAL:	TYRES:	TUBES:
26 x 3	CL	Fabric	\$17.90	\$3.10
29 x 3	CL	Fabric	21.00	3.15
27 x 3½	CL	Fabric	21.55	3.30
30 x 3½	CL	Fabric	32.65	3.75
31 x 4	%%	Cord	44.65	4.40
32 x 4	%%	Cord	48.45	4.95
33 x 4	%%	Cord	52.00	4.95
34 x 4	%%	Cord	54.35	5.15
32 x 4½	%%	Cord	59.65	6.20
33 x 4½	%%	Cord	62.60	6.45
34 x 4½	%%	Cord	64.95	6.70
35 x 4½	%%	Cord	67.55	6.90
33 x 5	%%	Cord	83.85	7.15
35 x 5	%%	Cord	89.75	7.50
37 x 5	%%	Cord	91.55	8.65

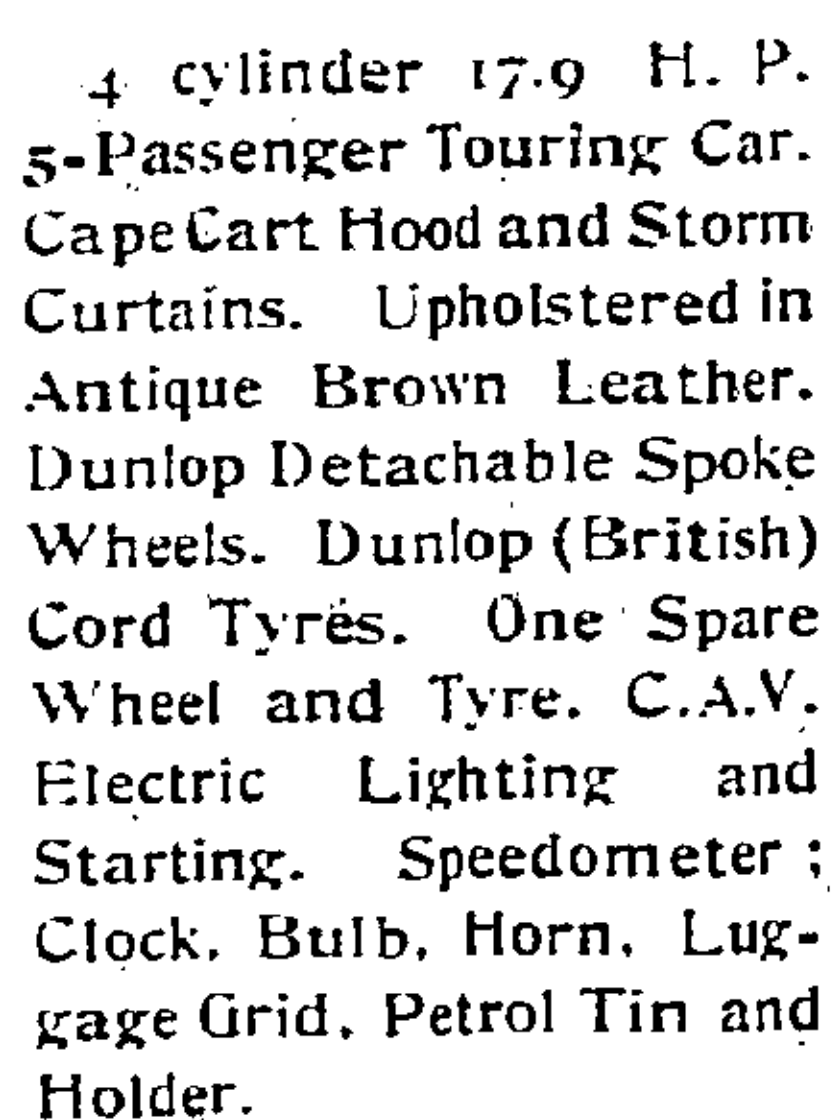
Issued 11th. December, 1923; supersedes all previous lists.

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24, Des Voeux Road, Hongkong	Central	482
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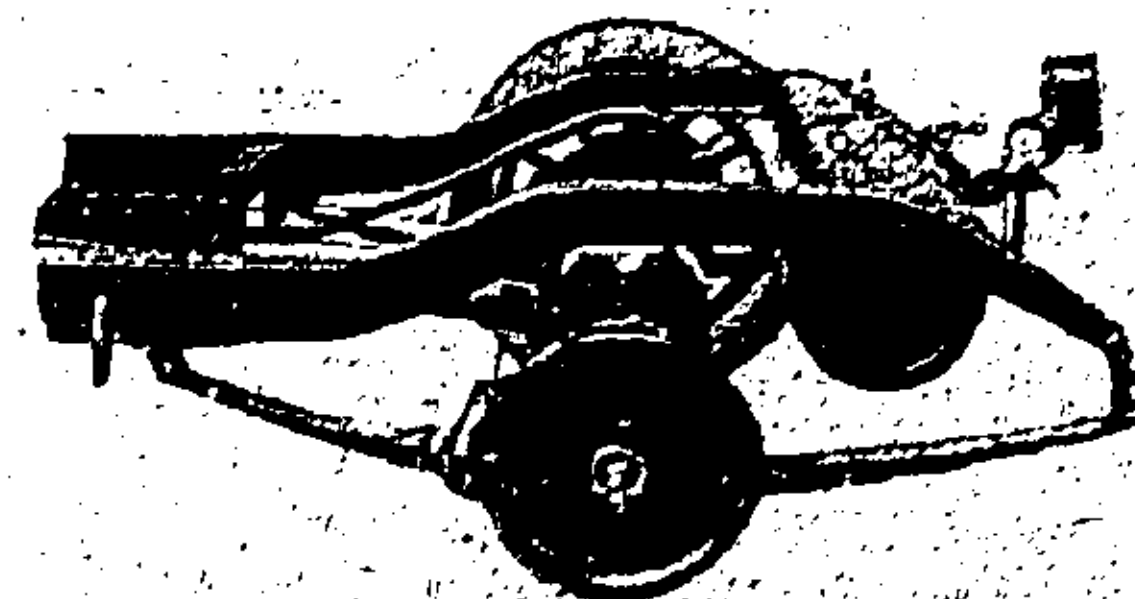
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ALEMITE LUB- RICATING SYSTEM MOTOR CUTS VI- BRATION IN HALF	<i>New</i> FUL-FLOTEING SIDECAR SPRINGS <i>New</i> OLIVE GREEN COLOUR SCHEME
---	--

FIRST IN ACCELERATION
AND FUEL CONSUMPTION
TESTS FOR COMBINATIONS
HELD IN RECENT TRIALS.

TELEPHONE 781.



This shows the new rear end of the 1924 model Dodge, with new spring suspensions which are 55 inches long.

A Review from the Standpoint of Overseas Markets.

London, November 9.

From the point of view of the prospective development of Overseas motor markets, the Olympia Show, 1923, is the most encouraging event that has ever taken place in Great Britain, either before or since the war. It shows clearly that the old pre-war policy of catering almost entirely for home demand has been definitely abandoned by the British industry, which is now using every endeavour to cultivate Overseas trade, both by bringing prices down to the right level and by producing the right class of vehicle. Big price reductions are the rule rather than the exception. In many cases the figures are such that if home trade alone were depended upon, there would be a loss on every car sold. The anticipation of profit is based entirely on the confident assumption that Overseas trade will be obtained and production costs will thus be diminished by reason of increased output.

Between these two limits are the 14-40 h.p. four-cylinder and the 16-50 and 20-60 h.p. six-cylinder models. The wheel tracks of all the Sunbeam cars are between the limits of 4ft. 5ins. and 4ft. 5ins. In every case circulation is by centrifugal pump, overhead valves are fitted, and forced lubrication is employed.

The 12-30 h.p. six-cylinder Talbot chassis sells at £165. The track is 4ft. 5ins. The cooling is by centrifugal pump, assisted by a fan if the car is destined for use in a tropical country. The Talbot 8-18 four-cylinder chassis is a good example of the small car de luxe. Both the Sunbeam and the Talbot have important racing successes to their credit this year, both firms being among those who rightly believe in racing as providing the severest possible test and so helping to the production of the perfect car.

A similar policy has been favoured in respect of the Bentley

The requirements of Overseas markets are, of course, varied. In some districts very adequate ground clearance, particularly efficient cooling and wheel-track approximating closely to the standard of 4ft 8½ ins. are essential features on any vehicle destined for general use. This does not necessarily hold good in other districts. In particular, in and around the large cities and in areas in which the road system has been fairly well developed, no material departure from the types of car hitherto used in Great Britain is required. It is not yet very British manufacturers that has gone out for such points as wheel track, clearance, and so on, but those that have not done so have still considered such points as cooling, springing and above all, attractive price.

Despite enlargement of Olympia, the Society of Motor Manufacturers and Traders have found that the whole building, including the galleries, has not sufficed to fill all the demands for space in what is itself indicative of the renewed vitality of the industry. Room was found for the exhibition of upwards of five hundred firms, and under these circumstances it is obviously impossible in a brief report to notice all that is worthy of mention. In the following notes the writer has done his best, but must apologise in advance for many inevitable shortcomings.

The 15.9 three litre standard Bentley chassis is priced at £385. The wheel track is 4ft. 10ins. and is a special feature for 1924 is the adoption of four wheel brakes of the internal expanding type, designed by the makers of the car and very strenuously tested before their adoption.

The Wolsley range begins with the "Ten" which is prominent among the high class light four-seater on the chassis is now listed at the very low price of £199. or £214 with optional extras. Ignition is by the B.L.I.C. dynamo igniter, whereas, on the larger models, the B.L.I.C. stationary armature magnetos are employed. The principal change in the Wolsley programme is in respect of the "Fifteen" which has been extensively improved. This now has a wheel track of 4ft. 8½ ins. A thermostat is incorporated in the cooling system and the grease gun system of lubrication is applied to the chassis. The range is completed by the six-cylinder Wolsley "Twenty".

Two models of A.C. chassis are offered; namely, the 12 h.p. four cylinder and the 16 h.p. six-cylinder types. The four-cylinder A.C. has the distinction of being the first car of less than 1,500 c.c. to cover 100 miles within the hour. It is typical of a class which is rapidly growing in popularity. This is a high grade car which, though light, is a

DE LUXE CARS.

In this class the Napier is now, I think, the only vehicle the manufacturers of which are sticking strictly to the production of a single model of high power and in which the aim has been to secure the nearest approach to perfection, more or less regardless of cost. The 40-50 h.p. Napier has a wheel track of 4ft. 8ins. and a clearance of just over 9 inches. The cantilever springs are supplemented by a highly efficient anti-dive device. The cooling system embodies a powerful centrifugal pump and a large efficient radiator.

The Lancasters are now like

The Lanchesters are now, like the Rolls-Royce, offering a second model of comparatively moderate power. This is a six-cylinder car rated at 21 h.p. It has a wheel track of 47 in. and a clearance of 34 in. The suspension is by flexible cantilever springs on the well-known Lanchester principle. Cooling is by centrifugal pump, a thermostat being embodied to regulate the temperature. The price, ex works, of the

The 11 h.p. Hillman is another very pretty job. The all-weather 2-3 seater is priced complete at £350 and the four-seater touring car at £358.

One of the difficulties in attempting to divide cars into categories is that there are so many which are on the border line, whatever classification be adopted. If, for instance, we place such cars as the Sunbeam, Talbot, Bentley, and certain Wolseley and Daimler models in the de luxe category, a false impression may be given as regards price. If they are placed elsewhere, injustice may be done them as regards quality. Again, there is the A.C.

FAMILY CARS

A group of vehicles of very special interest from the standpoint of Overseas markets is that which for want of a better title, may be called the family cars. Examples in this class are the Austin, Bean, Vulcan, Ruston Hornsby, Arrol-Johnston and Turner. From our point of view the characteristic of the class is that it conforms closely to world-wide requirements in respect

UTILITY AND LIGHT CARS.

other desirable features. Thus the 20 h.p. Austin has a track of 4 ft. 8 ins. and a clearance of 9 ins. The figures for the 12 h.p. are slightly smaller but quite sufficiently close to the requisite standard. I learn that during the month of September the Austin Company were responsible for more than 50 per cent. of the whole of the car export business done by Great Britain. This is wonderful testimony to the efficacy of the firm's policy of selling at the principal ports of the world at prices almost identical with those at which the cars are offered in Great Britain.

Another example of a two-stroke engine car that has been on the road long enough to prove its practical character, is the Trojan, built by the Leyland Company. This sells as a complete car with four seats at the low price of £137.10.0., or with a detachable coupe top, at £180.0.0. It is essentially a utility car which should appeal amongst others to farmers and business men. Amongst numerous unusual features may be mentioned the epicyclic change speed gear and the long cantilever springs which make it possible to employ solid in place of pneumatic tyres.

The new 14 p.h. Bean is remarkable value for money and should make a thoroughly successful appeal throughout the markets of the world. The chassis sells at £325. 0/1, if fitted with front wheel brakes and dual ignition, at £337. 10.0. A complete five-seater car can be had for less than £400. The engine develops well over 30 h.p., the gear box gives four speeds and the final drive is by spiral bevel gear. The car has been completely equipped with the carburettor and the other specialities of Messrs. S. Smith and Son. The cooling system is very adequate, the clearance is 9 1/2 inches and the wheel track 41 1/2 inches. It is difficult to imagine a vehicle which, in respect of price, sells complete with a mechanical coupled with all the desirable qualities, should appeal more strongly than the 14 h.p. Bean trial- to motorists in all countries, including those in which the road system is primitive.

The 12 h.p. Vulcan, which sells as a four-seater touring car at \$2445, has a track of 4 ft. Sins. and a clearance of 10 ins. The water circulation is positive and the gear box gives four speeds.

The 16 h.p. Ruston, with five-seated touring body is listed at \$450. The engine power is ample, the wheel track is 4 ft. Sins., and the clearance is 9 inch.

The 20 h.p. "Empire" model Arrol-Johnson has a four-cylinder engine the dimensions of which are approximately 90 x 130 mm. The track is 4½, 8 ins., and the clearance 9½ inches. The list price of the complete touring car is £498.

Though rather smaller in some dimensions, the 12-30 h.p. Turner may, perhaps, be included in this group. The chassis price, with tyres, is £300, this including Smith's lighting and starting equipment.

SOME NEW MODELS.

It is only possible to mention a few of the new models now exhibited for the first time. Much interest attaches to the first production of a six-cylinder car by the Rover Company. This is rated at 21 h.p. and has four speeds, four wheel brakes and worm drive. The track is 4ft. 8ins. The chassis price, with tyres is £750.

The eight-cylinder Guy was, in the electrical section, by no means the most interesting development. It is a B.L.I.C. current four-cylinder engine with a very simple device which, without introducing any mechanical complications, has the effect of regulating the current which passes through the dynamo to the battery. The current is supplied, but, as the battery fills up, the current decreases so that over-charging is impossible.

Mr. F.W. Berwick is largely responsible. It is marketed by Show is in progress, but Messrs. James Bartle & Co. of S.M.M. & T. are already assisting in the sale of the product. The product is being sold in Nottingham, London, and elsewhere, and is a great success. Despite the fact that the product is being sold in Nottingham, London, and elsewhere, it is a great success. Despite the fact that the product is being sold in Nottingham, London, and elsewhere, it is a great success.

Another new make is the Albatross which is a very nice looking light car rated at 10 h.p. The chassis, with tyres, is listed as 1915.

most Mention should also be made of the new Lloyd-Lord models, the 11 h.p. and the 18-65 h.p. Both of these have two-stroke, valveless engines so designed that a super-charging effect is obtained. The 11 h.p. model, which is priced at £185.10.0., is a complete two-seater with a two-cylinder engine, which, of course, fires as four-cylinder. The larger model has a four-cylinder engine.

LYMPNE GLIDER CONTEST

87½ MILES

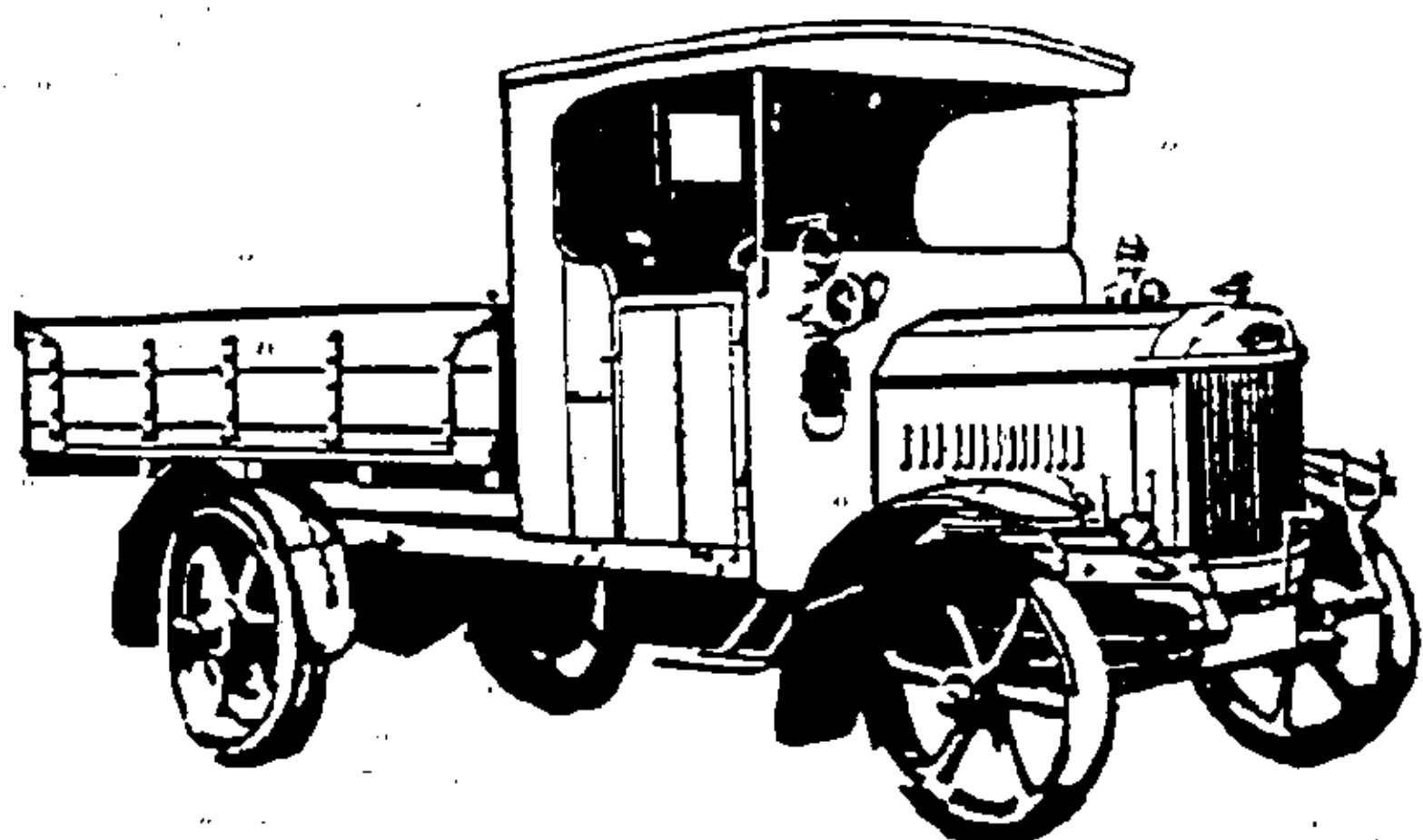
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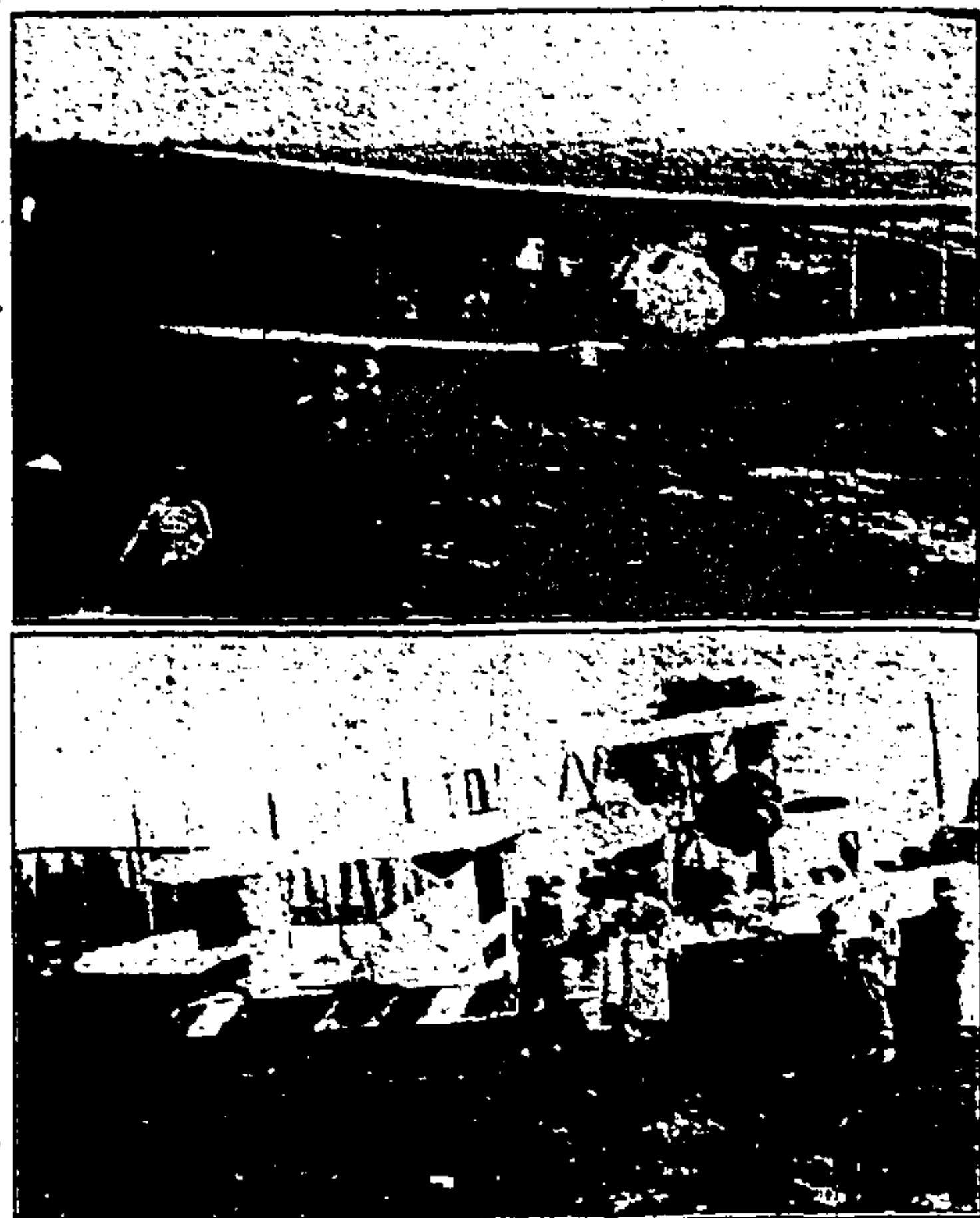
Alex. Ross & Company
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TELEPHONE C. 2487.

THIS LOOKS VERY COMFY.



This shows the interior view of front seat of the Studebaker Special-Six 5-passenger coupe.

CHINESE AIR MAIL SERVICE.



Two views of the Vickers Bomber, used in the Peking-Paitan air mail service by the Chinese Government. These machines are equipped with traction propellers, and two Rolls-Royce engines. The cabin accommodates 10 passengers.

OVERSEAS MARKETS.

Need for British Co-Operation.

Mr. E. A. Rouch, late Chairman of the Eastern India section of the Motor Trade Association, writing in *The Motorist*, says: "There is no necromancy about the increase of American and Canadian trade. The American manufacturer, who is also mainly the Royal Automobile Club, the Canadian manufacturer, the R.A.C. has decided that these markets had to be seen in force for some considerable period of his outputable time. When it was made, in order to enable him to bring it down to a level of no competitive level. He therefore 'more courteous' alternative. I sent competent people with 'concluded.' But as the premier adequate funds and a clear motor body has made a ruling, settled policy to secure that we should all act up to it." I business. Not only does he get hold the same opinion to day, his percentage of export business, but he gets his orders at a time of year which admirably suits his production manager. For many days has rather opened my eyes. British overseas markets, but their main requirements just when the seasonal home demand is slowing down. His benefits do not stop here, for indirectly he gains on exchange in his raw material purchases, such as come from abroad. These big American factories, often maintain expert staffs in foreign territories to help their agents to keep technical service, spare parts supplies, sales and advertising up to the mark. Many of these 'field' staffs work several different lines, so reducing and distributing the incidental cost of this service. Can any British manufacturer conscientiously say that he has any overseas policy to combat this? I do not include Rolls-Royce in this enquiry, as I know that they have their own field organisation, but they have very little severe competition to face abroad.

The usual objection to the adoption of such a system raised by the British manufacturer is on the score of expense. The only answer to this is that the business is worth the outlay. In any case, the expense of a really efficient field depot in such a place, say, as Singapore would be far less than may at first appear. The establishment at a central point, such as this would enable sales and technical and financial representatives frequently to cover the Straits, Burma, India, Ceylon, China, Australia and New Zealand with the minimum delay and expense.

The type of depot could represent half-a-dozen non-competing English cars, a lorry or two, fire engines and municipal appliances, a tyre manufacturer, and paint, oil and accessory manufacturers, and could possibly hold reasonable stocks in order to feed agents in the vicinity.

Enough has been said, I think, to enable any British manufacturer who really has confidence in the suitability of his product to judge of the possibility of collaborating with some of his neighbours in obtaining intensive overseas representation at a reasonable cost. If any such manufacturer cares to look into this matter, I would be pleased to forward statistics and comparative landed-cost sheets which should convince him that competition is not sacrosanct, and that he has a chance at present of putting up a stiff fight, and regaining some of his markets.

HEADLAMPS AND COURTESY.

Should Action be Guided by Circumstance?

Regarding the dazzling headlamp problem, Capt. E. de Noor, manville says: "I am surprised to find quite a number of car owners differing from the rule of the R.A.C. ruling, but am surprised to find so many car drivers differing. I must admit that the correspondence of the last few days has rather opened my eyes. I knew that many road users held a view differing from the R.A.C. ruling—but am surprised to find so many car drivers differing. I also find that several adopt methods very similar to my own. So I will explain what I do for the sake of eliciting further opinions—not as a counter-suggestion to the R.A.C. First of all, I make a distinction between meeting and meeting any other class of road user without headlights. I also make a difference for cars the headlights of which exist more by the courtesy of the name than by the degree of illumination provided. And they are many, such as motor-cyclists, cyclists, horsed cars, and so on. I should mention, first of all, that the headlights on my car are particularly good.

THE ONLY WAY. When meeting another car with powerful headlights, I keep to the extreme left of the road and move over with a definite move, thus inviting the 'other fellow' to do likewise. If both keep well to the left, glare is considerably reduced. When meeting another car with powerful headlights, I keep to the extreme left of the road and move over with a definite move, thus inviting the 'other fellow' to do likewise. If both keep well to the left, glare is considerably reduced.

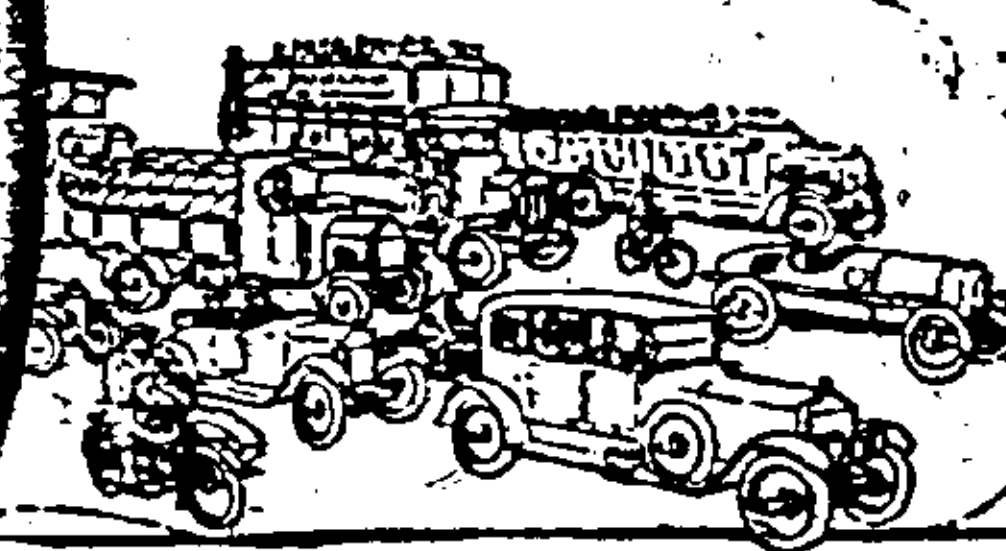
STUDEBAKER FRONT SEAT.



Above is an interior view of the front seat of the Studebaker Special-Six 5-passenger touring car.

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THE size of your tyre bills depends upon how much mileage you get out of your tyres. Watch them. Fit a Dunlop Cord next time. Note how much longer it lasts than other tyres. The test of its merit is on your car, not in our argument.

PROVE IT FOR YOURSELF
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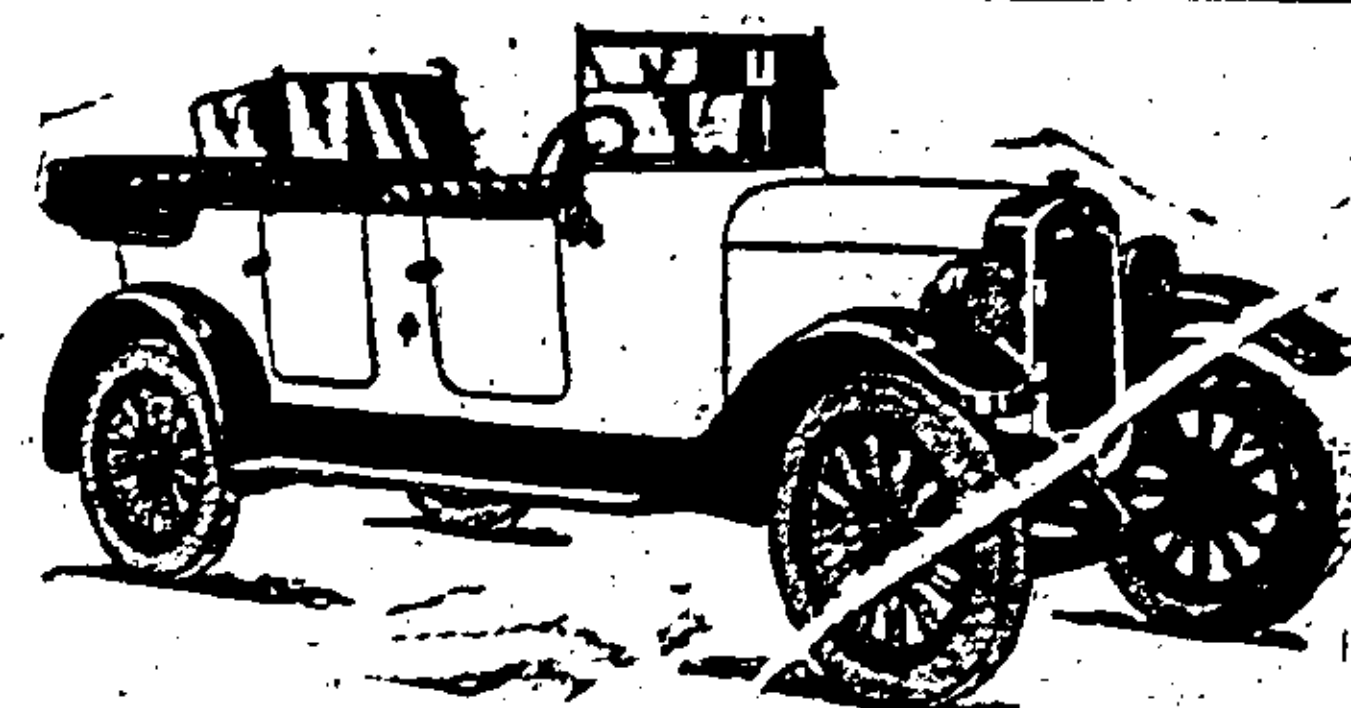
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BRITISH CARS

By special arrangement with the Austin Motor Car Company, Ltd., we are now able to supply AUSTIN twelve and twenty h.p. cars in Hongkong, all charges paid, at the English factory list prices. Immediate delivery can be given on 20 h.p. Touring Models.

Austin

Prompt shipment on all other models. Catalogues may be obtained from the

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HUDSON Announces

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Get These New Low Prices Before Purchase of any Car

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The Car You Know so Well—the Famous

HUDSON Super-Six

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4-passenger HUDSON Touring	\$3,675	HUDSON also builds the	ESSEX
7-passenger HUDSON Touring	\$5,800	5-passenger Essex Touring	\$2,800

(Above prices include 5 cord tyres on 5 wire wheels.)

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Service Station. Come and See Them.



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DODGE INSTRUMENT BOARD.



The above photo shows the improved instrument board of the new Dodge cars.

ROLLS-ROYCE DEVELOPMENTS.

Four-Wheel Brakes &
Engine "Reaction
Damper."

If any further proof were needed as to the high efficiency of properly designed four-wheel braking systems, it is furnished by the fact that the public is beginning to make public a hitherto jealously guarded secret: says Capt. E. de Normanville, writing under date of November 1st.

As from today all 4-50 h.p. Rolls-Royce cars will be equipped with four-wheel brakes. As you know, even a screw can find its way to a Rolls-Royce car. Until its present suitability and "smoothness" have been conclusively proved, 50 in this announcement the new development of four-wheel braking reveals the impression of the world's criterion of automobile excellence.

As a matter of history, the Rolls-Royce engineers have been continuously experimenting with four-wheel braking systems for some years past, but now they at last have found the type which they consider best suited to Rolls-Royce chassis.

It is not likely that you will be able to see these new brakes at the Show, as the Rolls-Royce company do not stock chassis, and only exhibit various types of coachwork. It is a case of "a va sans dire" with the chassis.

Another point to note is that the 20-hp model will not be able to find accommodation on the stand at Olympia, the space being taken up by the "big brother," but a special display of the smaller cars will be on view at the Conduit Street showrooms.

There is another important Rolls-Royce improvement but it is going to be a difficult matter for me to convey it to you in so many words.

You know, however, how all motor-car engines suffer from what is termed "periodic vibration," a disease which is not of really great import, except to the meticulously exacting luxury car owner.

You may also know of the "harmonic vibration" superimposed on the engine, which is the effect of eliminating the major defects of "periodic vibration."

But all the cleverness of this device does not entirely eliminate periodic vibration, and even on a Rolls something approaching 20 per cent of the original evil is still left unchecked.

You would have to be a capricious critic to cavil at it, but it is there all the same.

The Rolls-Royce engineers have now perfected a device which effectually eliminates the aforementioned "remnants of periodic vibration." It consists of rigid arms attached to the engine, carrying friction surfaces in such a manner that minute movements have the maximum effect on the friction surfaces.

EXIT—VIBRATION.

I don't suppose I have "got home" with my verbal explanation of this new invention. As I could not quite understand it myself until I saw it and tested it yesterday, I forgive you if you have not fully grasped it!

But on the road! Well, it's just perfect.

You can drive the car at five m.p.h. on top, push the accelerator pedal right down, accelerate up to 30 m.p.h.—or over—and fail altogether to trace any symptom of periodic vibration. At high speeds, of course, you would not look for it.

IMPROVING THE GEARBOX.

Is the Automatic Gear Change Desirable?

The air has been full of motor-car "revolutions" just recently which is a phenomenon usually associated with the period just prior to the Motor Show. But we know from past experience, or should know, that it is quite one thing to have these revolutions on paper and another to get them on a chassis, says a House writer.

If you cast your mind back through the latter years of automobile history, you will remember that of the hundreds of thousands of paper revolutions only two or three find their way into motor-car actual practice.

Amongst these one may quote as examples the self-starter and electric lighting, the sleeve valve engine and front-wheel brakes. Apart from such outstanding examples, the motor car is perfected by gradual development.

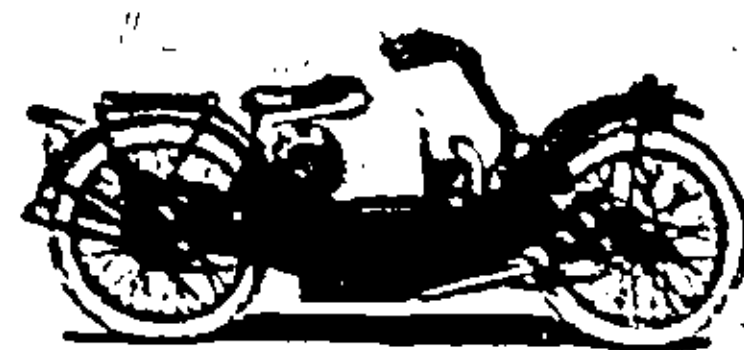
AS ABSORBING PROBLEM.

At the present time an exceptional amount of attention is being given to the possibilities of improving the change speed mechanism. It is an absorbing problem, and one which I have personally been closely investigating for some 20 years past.

Although I have never yet achieved anything, I have learnt enough to appreciate the difficulties which have to be overcome to make "ideal" balance with the essential feature of being practical.

For example, anyone who has studied the problem closely would show you half a dozen methods of producing infinitely variable gears, and they all work beautifully as models. Unfortunately, however, the beauty of working in a model is an entirely different proposition from working beautifully in practice.

NERACAR



"SAFETY FIRST."

For safety, Reliability, Strength, Cleanliness and Economy the "NERACAR" stands unrivalled.

The "NERACAR" was not built for excessive speed. On plain level roads, it will give a speed of 35 miles, whilst on hills—such as the Chin Wan Hill—it will give a speed of 25 miles per hour, as proved in the recent trials. Considering that most people rarely go motoring at more than 30 miles on level roads or 20 miles up hills, the "NERACAR" has a reserve speed which is quite ample.

The "NERACAR" was specially designed and built to meet the needs of people who, in their daily avocations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grease and oil. The "NERACAR" answers all these requirements and its gasoline consumption is one gallon to 100 miles!

Write or call for demonstration.

De Sousa & Company, Limited.

Sole Agents for South China.

2nd Floor, St. George's Building. Telephone C. No. 1284.

NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the publicity facilities presented through this supplement are requested to send copy not later than the Wednesday preceding publication.

TORQUE CONVERTERS.

Yet once again the old idea of the automatic gear change has cropped up in several directions, for the coming season have been announced, and contain several load automatic torque converter points of interest, most notable was staged at the Paris show being the prize-winning reduction. That gear, and also the Constant 4139 in the price of the Rover 8 to times, and others on similar 4139 as a two-seater with a dicky principles now being experimentally with, are marvels of mechanical ingenuity and engineering achievement.

One may safely go even further. This principle provides a maximum of torque effort, with a minimum of efficiency losses to a degree never previously approximated.

We can say all that and be adhering to facts. But if we state that they are therefore going to revolutionise motoring we either do not know our subject or should else be able to show reasons why. There are many serious difficulties to be overcome first.

But to revolutionise motoring with such gears, we have first of all to produce a perfected over-riding clutch action nearly as difficult a problem as such a gear is in itself. And there are several other difficulties to be overcome.

Personally I think "the ideal" is an infinitely variable gear easily controlled by the driver, it is easy to produce, but extraordinarily difficult to produce so like an automatic change.

Studebaker

6 Cylinder 1924 Cars

Another Shipment arrived
Per S.S. "PRESIDENT JACKSON."

BIG SIX SEVEN-SEATER TOURING CAR
PRICE \$4,300
COMPLETELY EQUIPPED

BIG SIX FIVE-SEATER SPEEDSTER
PRICE \$4,500

FINISHED IN RICH MAPOON—DISC WHEELS.—Two extra wheels complete with tyres and tyre covers. Bolsters front and rear. Rear view mirror. Courtesy lamp. Cowl lights. Torpedo lamp with long extension cord. Combination top and luggage. Commodious trunk. Automatic windshield wiper. Glass proof vision.

THE MOST FULLY EQUIPPED CAR ON THE MARKET.

Inspection and demonstration invited.

Tel. 32 Show Rooms, Queen's Road. Tel. 32

THE HONGKONG & SHANGHAI HOTELS, LIMITED

MOTORISTS AND RADIO FANS.

MOTORISTS Try an expert mechanic for the overhauling of your engine. Valves and Carburetors adjusted. Engines tuned to perfection. Repairs carried out in your own garage. Lessons in driving any motor vehicle.

RADIO FANS Tuition in Radiography. Complete installations. Apparatus for sale at really bargain prices. Crystal, Valve and Knock-down sets. Spare parts.

For particulars please apply to P. O. Box 655.

INTERESTING ITEMS.

Motorists will be interested to learn that a catalytic oil is being tested in Australia as a suitable motor fuel. It is said that, with efficient means of vaporisation, it can be used in petrol engines except for starting from cold. Reports state that in a certain car, a run on petrol gave 24 m.p.g., with half petrol and half catalytic oil, 30 m.p.g. It is further claimed that catalytic oil is not readily with petrol, benzole, and alcohol, and it acts as a decontaminating agent. The Commonwealth Government is said to be interested in the experiment.

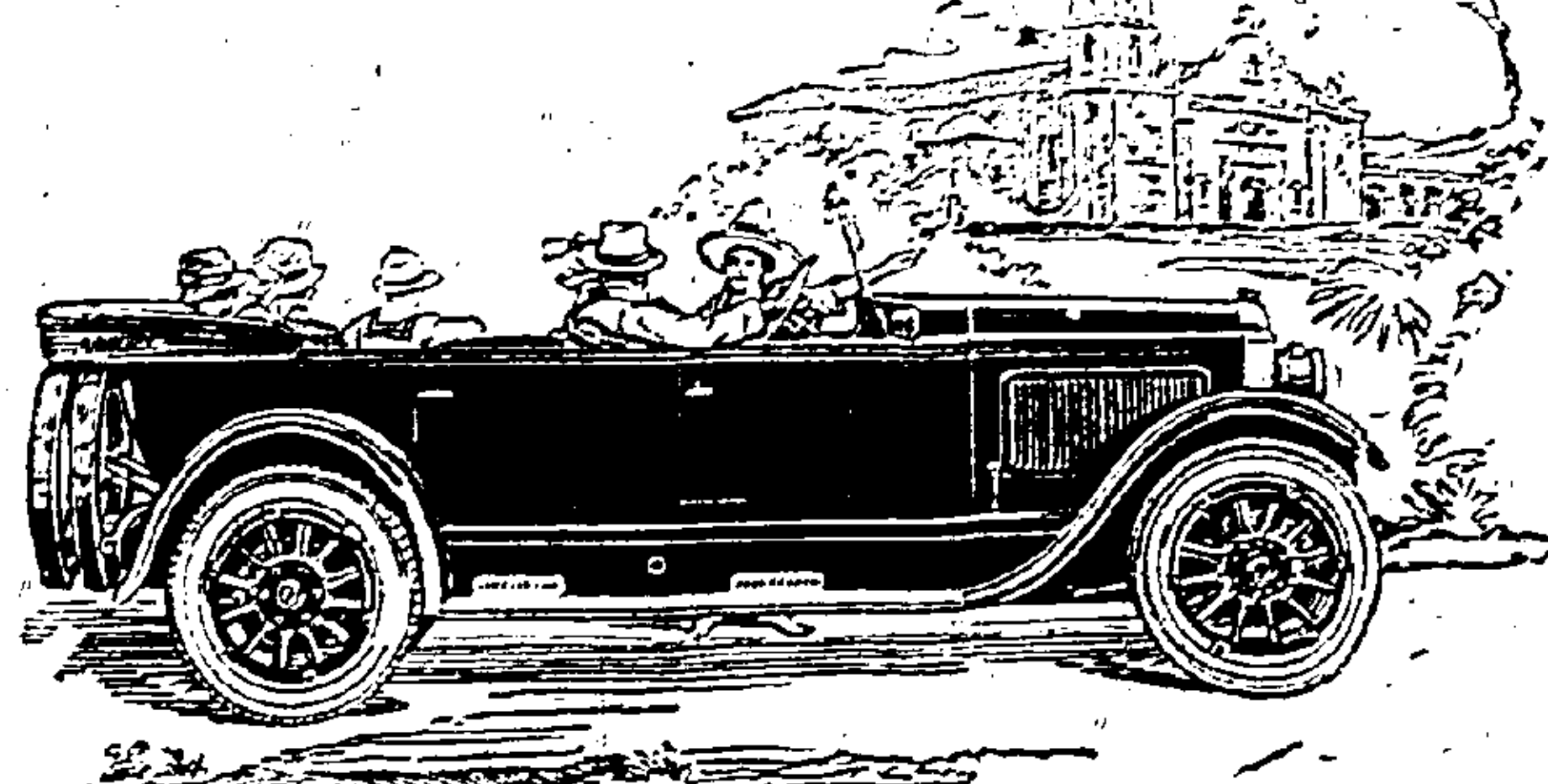
PROTECTING THE MOTORIST'S INTERESTS.

As a rule, when a motorist figures in legal proceedings, it is in the capacity of the defendant, but a recent instance of a prosecution in England, supported by the Automobile Association, shows that the war may on occasions be taken with advantage into the enemy's camp. In this case a man in charge of a herd of cattle refused to assist a motorist to get the beasts out of the way, with the result that he was delayed for about a quarter of an hour. A prosecution was instituted on the question of principle and in the general interests of the motoring public. The defence argued that the best way for a car to get past cattle is for the driver to go straight on and not to seek the intervention of the driver in charge. The bench, however, took the view that this was a case of wilful obstruction, and the defendant was convicted and fined.

SUNBEAM CARS FOR INDIA.

The new Governor of Bombay, Sir Leslie Wilson is taking out with him a fleet of Sunbeam cars. The Sunbeam is by no means unknown in India, where its high-grade qualities have always been very fully appreciated. The cars in the new Governor's fleet comprise two 24-50 h.p. 6-cylinder limousine-landaulettes, one 16-40 h.p. limousine-landalette, and one 16-40 h.p. open touring car.

1924 BUICKS



For the sixth consecutive year Buick has been assigned first place at the National Automobile Shows which will be held in the United States during January 1924.

As has been the case in previous years, the choice of positions was made on the basis of the greatest dollar volume of business done by manufacturers during the year at hand. The fact that Buick has been given first place six times in succession is convincing evidence of Buick's leadership, and the leadership of General Motors, in the automotive world.

Buick is now producing over 1000 cars a day—the greatest production in its history.

The Hongkong & Kowloon Taxi-Cab Co. Ltd.

Tel. 1026.

33 — 35 Des Voeux Road

Tel. 1026.

DAY BY DAY.

Owing to pressure on our space to-day the Share Market quotations have been held over. There are no material changes, however.

It is notified that the Governor-in-Council has approved the name of Queen's Pier for the pier opposite the Queen's statue.

The European members of the Singapore Volunteer Defence Corps (including 101 Auxiliaries) number 25 officers and 624 non-coms, and other ranks. Including the three non-European companies, the total of the Corps is 59 officers and 1,131 men. This is not considered sufficient, and a special recruitment campaign is in progress.

We regret to record the death of Mr. Omar A. Madar, who passed away yesterday at the residence of his nephew, Mr. S. E. Ismail, 41, Wong Nei Chung Road. Mr. Madar, who was an old Hongkong boy, having been born in the Colony in 1871, was formerly with the firm of Holiday, Wise and Co., Hongkong and for the past thirty years has been Insurance Manager of Cecil Holiday & Co., Shanghai. He was a member of the Insurance Association of Shanghai. Mr. Madar was a past Master Mason and one of the oldest members of the Shanghai Masonic and Recreation Clubs.

SINGULAR PLURALS.

A writer on the elimination of plurals in sport states that he has heard used in all seriousness, the plural omnibus.

You never read of shooting snipes.
Nor would you talk of stalking deers
(Except the Picaresque type).
Nor spitting salmon on your spears.

Now why refrain from putting teals.
Or hooking carps or netting sole?
What changes duck to ducks at meals.
What "frother fan" would shout, "Two goal"?

As well might many "alumnae" teach
A school of pupil, showing way
A man might spoil a pair of breech
In chasing herds of omnibus.

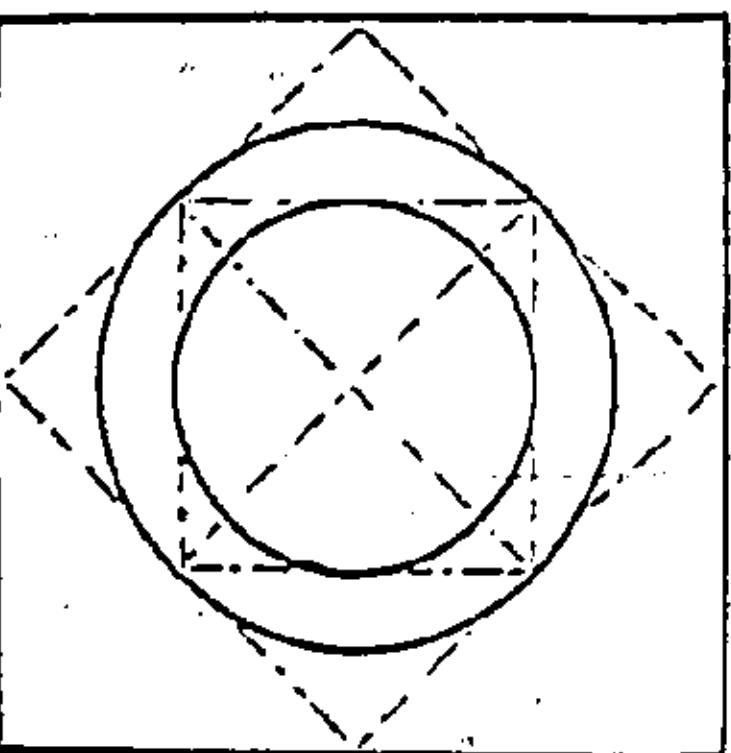
A.W.J. D.

A PUZZLE A DAY.

THAT SPAR IS COMING LOOSE!

When the second mate made the above ejaculation, he did not know that his simple sentence concealed the name of a large city. The name is there, however. Can you find it? The name of a famous resort is there, too.

Yesterday's answer:



To make a circle one-half the area of the large one, draw two straight lines at right angles to each other, each line passing through the centre of the circle. Construct a square by connecting the ends of those lines. Then draw a circle within the square. It will be half the size of the large circle.

A simple proof of this is shown by drawing an outer square. It is obviously twice the size of the inner square, and the ratio of the circles is the same.

COLLISION AT ALEXANDRIA.
At Alexandria on Nov. 3 the M. M. s.s. Armand Behic collided with the British s.s. Stuart Prince amidstships while the latter was lying at the quay. Damage to the latter was a number of plates indented, frames broken. Permanent repair, including dry-docking was estimated at £700, to take 10 days.

NOTICE.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

NOTICE OF ORDINARY GENERAL MEETING.

NOTICE is hereby given that the Seventh Ordinary General Meeting of the Company will be held at the Head Office of the Company, York Building, Hongkong, on Saturday, December 15th, 1923, at 3 o'clock in the afternoon, for the purpose of passing the Reports of the Board and of the Auditors, the Balance Sheet and the Profit and Loss Account, to elect Directors and Auditors, and to declare Dividends.

That the Transfer Book in respect of Shares will be closed from December 2nd, to December 15th, 1923, both days inclusive.

By Order of the Board,
TIENMU K. LIN,
General Secretary.

Hongkong, Nov. 15th, 1923.

WE RECOMMEND

**CALDER'S
IMPERIAL
STOUT**
WHOLESOME
AND
INVIGORATING
TELEPHONE K. 626
THE
Empress Store
Kowloon.

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

I, G. W. Barton, of Douglas, Laprak & Co., General Managers, The Douglas Steamship Co. Ltd., hereby give notice that in consequence of change of ownership I have applied to the Board of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of the ship "REPOSE" gross tonnage about 2300 tons, registered owned by U.S. Navy for the permission to change her name to "HAINING" and to have her registered in the new name at the port of HONGKONG as owned by The Douglas Steamship Co., Ltd.

Any objection to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.
G. W. BARTON,
Hongkong, 8th Dec., 1923.

C. E. WARREN & CO., LTD.

Sanitary Engineers.
Monumentalists, etc.
Offices & Godowns, 38A, Wanchai Road, Hongkong.
Tel. No. 269

Just Received

a new supply of
LOWDOWN FLUSH CLOSETS.
NICKEL PLATED, ON BRASS.
BATH ROOM FITTINGS

Soap Dishes, Tumbler Holders, Tooth Brush Holders, Towel Rails, &c.
Opal Tumblers—Towel Rails—Mirrors, Glass Shelves, &c.

Brass Canopied Interior Grates, Cooking Ranges, Filters, Soil Pipes, &c.

Estimates free for all Sanitary Installations, Heating & Water Systems.

Monumentalists in Italian Marble & Hongkong Granite, to own or Selected design.

A Large Assortment of Artificial Wreaths in Stock.

Lammert Bros.

PUBLIC AUCTION.

Messrs. LAMMERT BROTHERS have received instructions from the Liquidators of the Hongkong Hide & Leather Co., Ltd.

(in Liquidation)

to sell by

PUBLIC AUCTION

on

FRIDAY,

The 21st day of December, 1923, at 3 o'clock p.m.

at their Auction Rooms in Duddell Street

The Property, Machinery and Plant, and Tanning Chemicals of the above concern

(to be sold in 3 Lots subject to a Reserve.)

Lot 1.—THE EXTENSIVE WELL BUILT, COMMODOUS AND MODERN PREMISES situated at Ma Tau Kok, Kowloon, on K. 1. Lots Nos. 1257 and 640 which contain

An Area of 110,902 Sq. Ft. held under Crown Leases for 75 years from the 13th, Dec. 1911 with an option as to Lot No. 1257 of a further 75 years subject to a Crown rent of \$306 per annum. The Premises are within the offensive trade area as defined by the Sanitary Authorities and a license has been granted by the Government to carry on the business of a tannery in all respects thereon. The property is situated on the main road between Hek Un and Kowloon City and is in close proximity to The Sea-front.

The extensive buildings erected on the property are constructed of the

BEST SOLID BRICK AND CONCRETE

with tiled roofs and CONCRETE PITS & FLOORS.

There is an independent supply of water from a specially constructed well on the premises.

Lot 2.—Tanning Machinery and Plant

Lot 3.—Tanning Chemicals

The Tanning Machinery and Plant will be put up first as one lot. If the reserve price be not reached the Plant and Machinery will be put up in several lots.

For further particulars including conditions of sale, schedule of Machinery and Plant and Chemicals, apply to the

Vendor's Solicitors, Messrs. WILKINSON & GRIST, Hongkong.

or To the Auctioneer, 3, Duddell Street, Hongkong.

The best Christmas present for your musical friend is some

VICTOR RECORDS

S. MOUTRIE & Co., Ltd.

DAIRY FARM NEWS

Just Received

A special Christmas shipment

of

Australian Hams

including

Pineapple Brand

and

Farmers Brand

The Dairy Farm Ice & Cold Storage Co., Ltd.

Cafe Wiseman's

Christmas Puddings

from \$1.50 each.

Mince Pies \$1.20 per doz.

Christmas Cakes

with Almond paste, iced and decorated.

from \$2.50 each.

All goods made at our Electric Machine Bakery

under European Supervision.



MAGASIN GENERAL

(The Corner Shop.)
5 Beaconsfield Arcade
Telephone 3312.

JUST ARRIVED

Great Assortment of
DELICIOUS CRYSTALLISED FRUIT
Famous "Montelimar's Nougat"
VIEILLE FRANCE.

Xmas and New-Year Presents

Fancy Boxes of the Latest style.

COME AND TRY.

Reduced Prices.

VICTROLA is
a Welcome Gift

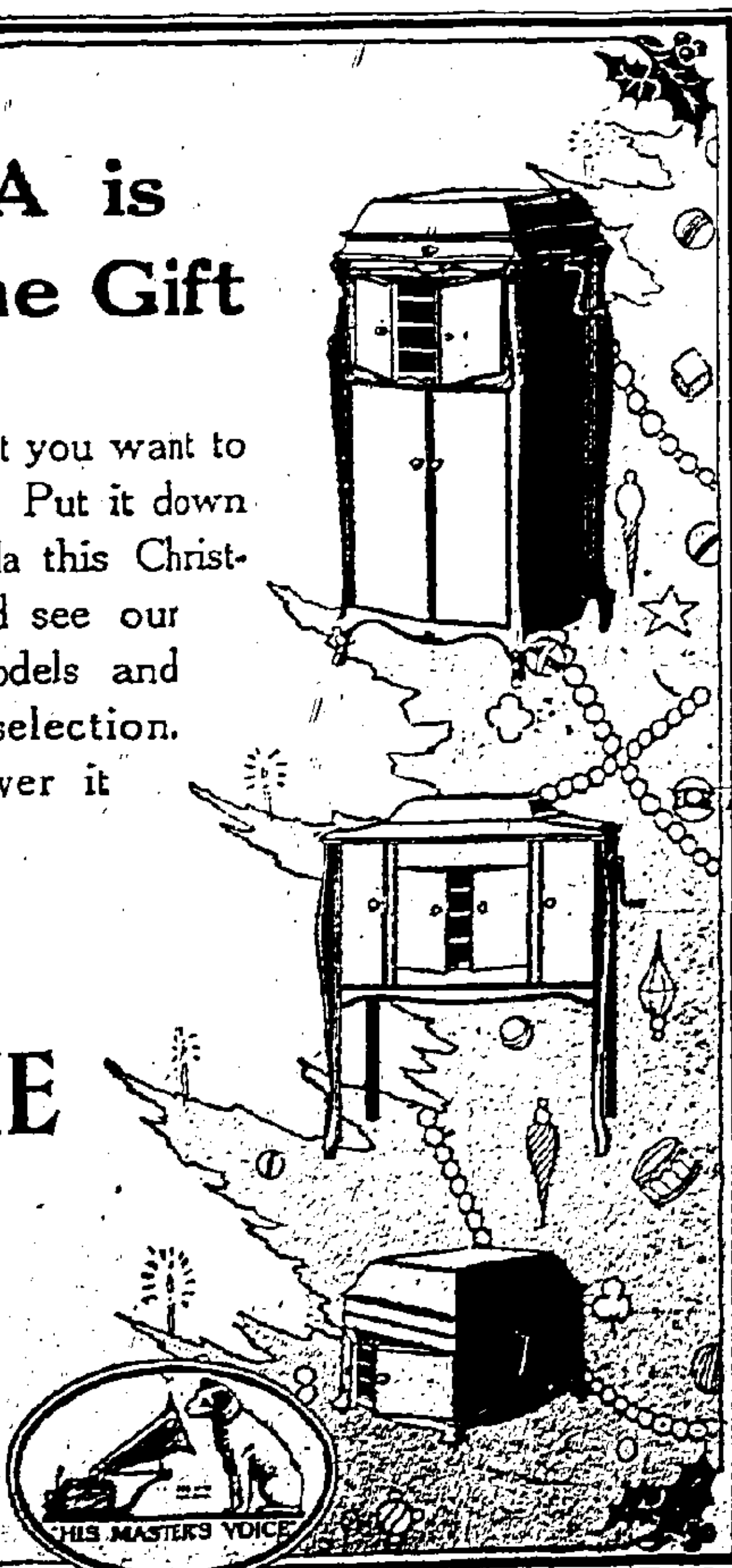
Think of some home that you want to make completely happy. Put it down on your list for a Victrola this Christmas. Come in now and see our holiday stocks. All models and finishes. Make your selection. We'll reserve and deliver it when you say.

Do it early.

S. MOUTRIE

& CO.

SOLE AGENTS.



Powell
Telephone C.3146

GENTLEMEN'S OUTFITTERS



If you visit our store you will be sure to see something useful to give your friends this Xmas. Enumerated below are a few suggestions:—

Handkerchiefs,
Ties, Socks,
Silk and Wool Scarves,
Dressing Gowns,
Travelling Rugs,
Hand Bags,

Trouser Presses,
Waistcoats, Sweaters,
Shirts, Pyjamas,
Golf Hose, Garters,
Slippers, Braces,
Studs and Links.

SEE WINDOWS.

J. T. SHAW

Tel. Central 692.

Ladies' & Gent's Tailor

ANOTHER CONSIGNMENT OF

Suits & Overcoatings,

— JUST ARRIVED, SUITABLE FOR —

Autumn & Winter Wear

SUITS From \$60.00

Perfection in Style & Fit Guaranteed.

No. 11 Beaconsfield Arcade
(Opposite City Hall)

BRANDIES.

Legrand et Fils.
Courvoisier & Co.
Rouyer, Guillet & Co.

John Ershaw No. 1 & Very Fine Old Liqueur

F. O. V. Liqueur.

B. B. Pale Old Liqueur.

CALDBECK, MACGREGOR & CO., LTD.

15, Queen's Road Central. (Telephone Central No. 75)

Now, is the winter of the Pipe Smo' er's content. As the Government will not reduce the Duty on Tobacco, we have reduced our prices for the following Brands:

Skippers	\$1.20
Pinnacle Navy Cut	\$1.20
B.D.V. Mixture	\$1.30
Cordangan	\$1.50
Boardmans, Chairman, Recorder, John Cotton, Barney's, Parson's Pleasure, Punch Bowl, Army Mixture all to	\$1.50
Ardath	\$1.40
Vafiadis Egyptian Cigarettes reduced to non plus ultra	\$1.00
La France	\$1.40
Dames	\$1.40
Superfines	\$1.30

THE HONGKONG CIGAR STORE, LTD.
Alexandra Building.

DRESSING GOWNS

All Wool Gowns in plain and fancy designs. Cut to assure that "free and easy" feeling of comfort.

Prices ranging from **\$27.50**

MACKINTOSH & CO., LTD.
MEN'S WEAR SPECIALISTS.
Alexandra Building,
Des Voeux Road.



NEW GOWNS

TEA FROCKS
EVENING GOWNS
EVENING GLOVES
CHAMOIS GLOVES

MADELEINE PEARSON

St. George's Building.
Next Cafe Wiseman. P.O. Box 530. Telephone 2313.

For Inexpensive
and Charming
GOWNS

And
Practical Lessons in
dressmaking, please
call at

LES ELEGANCES DE PARIS

No. 8 Queen's Road, Central. 1st Floor.
Tel. No. C.386. Tel. No. C.386



HALL'S DISTEMPER

The KING of Water Paints

It's Sanitary, washable, and high disinfecting qualities make it the ideal wall covering for your home or office.
Handled by all Contractors and Painters.
Write for our Brochure on "How to decorate your Home" to

William C. Jack & Co., Ltd.
Sole Agents.
HONGKONG & SOUTH CHINA.



XMAS SALE

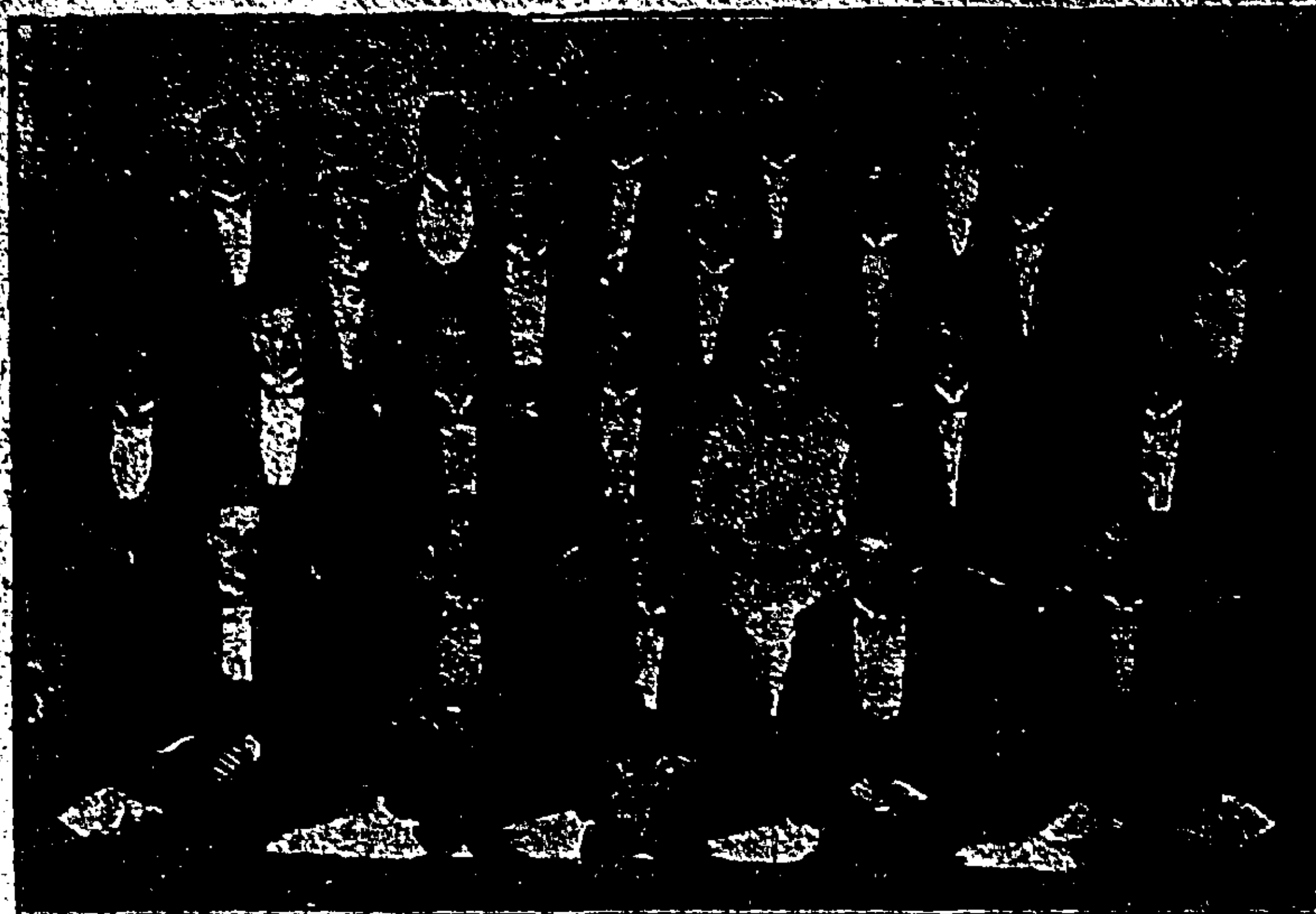
NOW ON.

Bargains in Every Dept.,

YEE SANG FAT CO.



Wedding of Mr. F. C. Todd and Miss I. Baker.



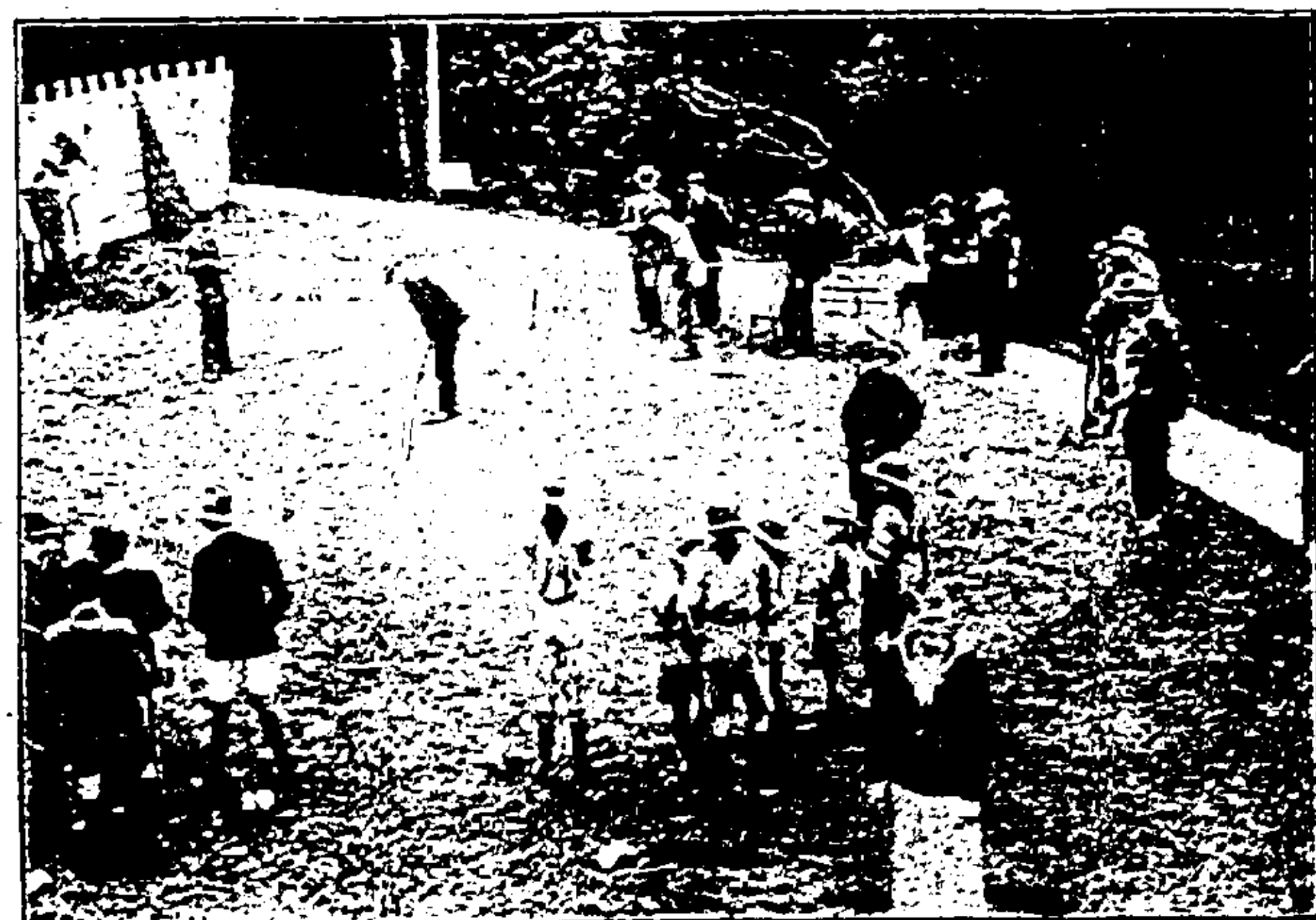
Hongkong Male Voice Choir, with conductor and pianist, Mr. and Mrs. Stanley Collett.



Part of crowd which Lloyd George addressed in America.



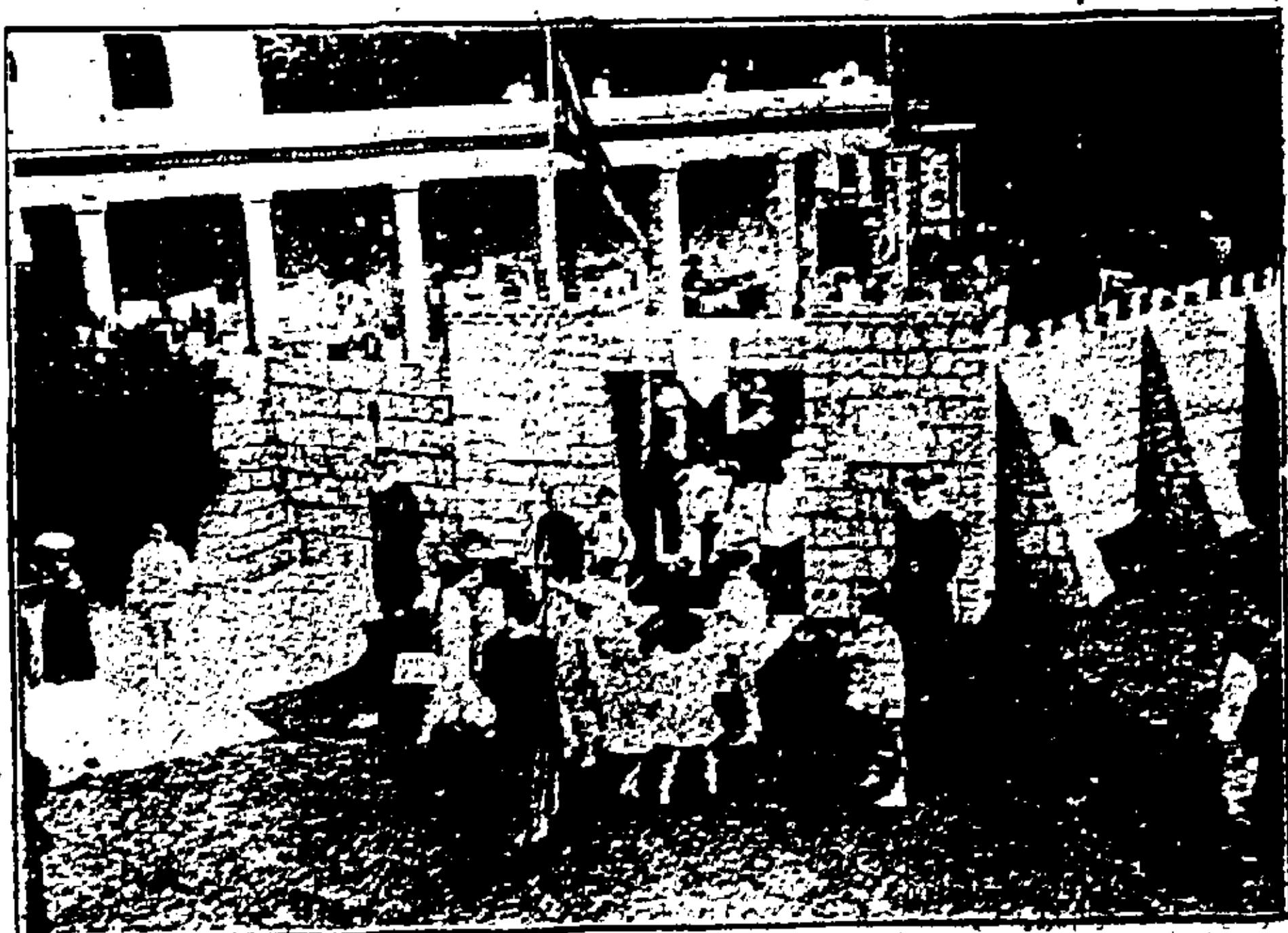
The Taikoo Dock and "Empress of Australia" football teams.



Clack golf at the M. C. L. Fete.



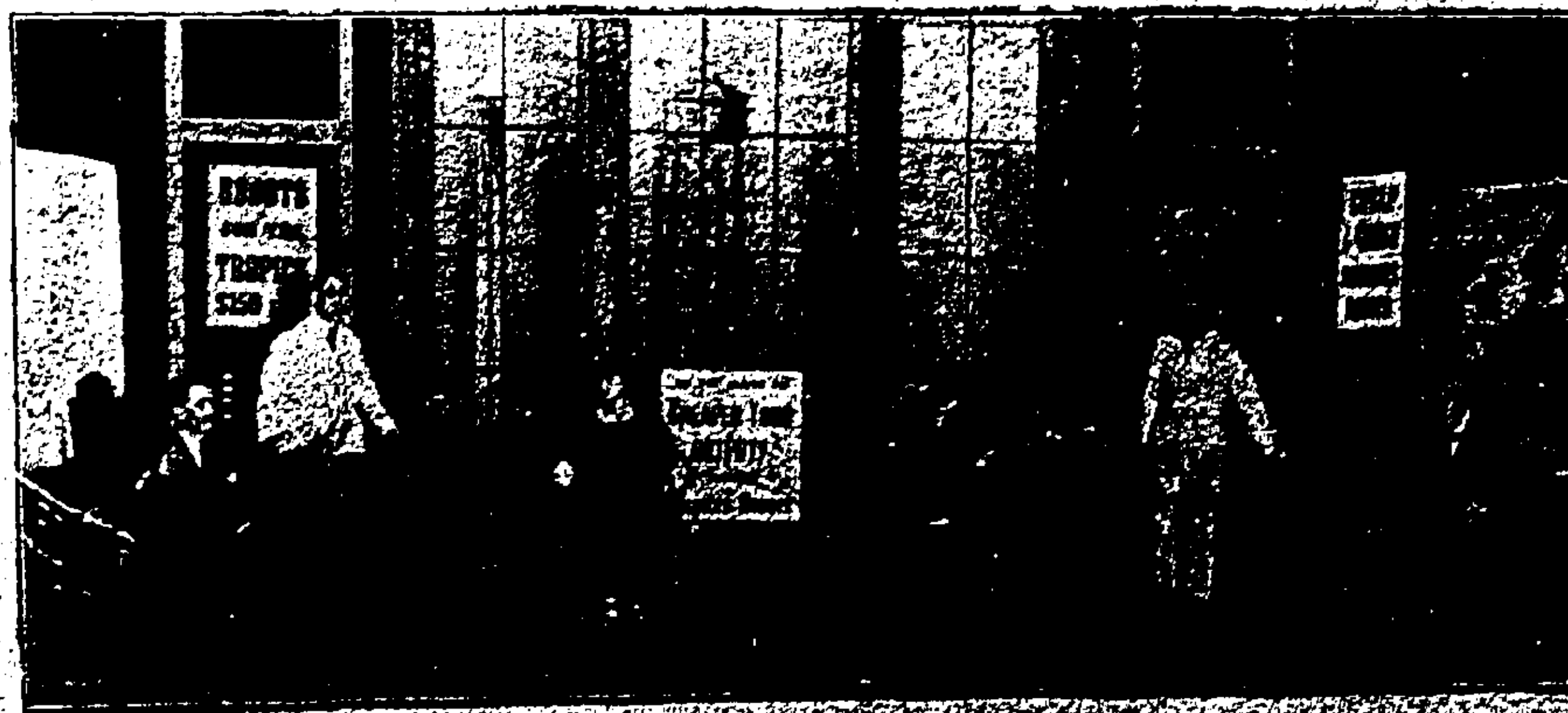
A busy corner of the M.C.L. Bazaar.



"The Fort" at the M.C.L. Fete.



H.E. the Governor at M.C.L. Bazaar.



A scene in the Hongkong A.D.C.'s production of "The Fort".



Dr. Sun Yat Sen, who figures in the Customs dispute.

WOMEN'S INTERESTS



Local Ames, feminine impersonator.

TRY THIS WAY.

Yellow piano keys may be revived by covering them with a thick paste made of lemon juice and whiting. Leave this on for a few minutes, then wipe off with a cloth wrung out in warm water. A final polish must be given with a little sweet oil, rubbing until all sign of the oil has disappeared.

WASHING CRYSTAL.

If you add a little bluing to the soapsuds in which you wash your



cut glass and crystal they will be very clear and sparkling.

BAKED APPLES.

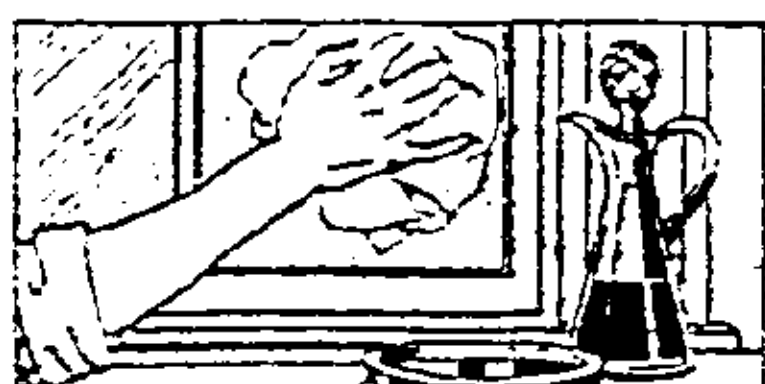
When baking apples, if you



prick the skin several times with a fork, they will not burn.

POLISHING WINDOWS.

To polish windows that seem



dull and stained, rub them with a cloth dipped in vinegar.

NOVELTIES FOR DANCES.

Several happy ideas, to cause much diversion and to dispense with introductions at private dances, have come to us from America. A curtain, hanging from a pole, is stretched across a room, and numerous gaily-coloured ribbons are passed over the top, the ends dangling to within touching distance on either side.

The feminine members of the party are herded on one side of the curtain, concealed from the menfolk on the other; each one seizes a ribbon, and those holding either end of each piece become partners.

Several variations of this ribbon-end method of finding partners are quickly suggested. A simpler model is the presentation to each guest, on arrival, of some pretty favour, the duplicate of which goes to another of the opposite sex. A few minutes of merry search, and the unknown partner is discovered by his or her similar favour.

With prizes to be won, an elimination dance is a popular novelty. Every couple has a number, and numbers to correspond are put into a hat and drawn from, two or more a time, as the music stops at short intervals. Those whose numbers these are sit out, and in the end, of course, only one couple remain dancing, these being adjudged the prize-winners.

LATEST IDEAS IN FRENCH HANDBAGS.

BY MARIAN HALE.

When the Parisienne has decided on her gown, her hat and her shoes, her thoughts next travel to the handbag she will carry.

And this, you must know, is no idle consideration, for there are bags and bags—bags for morning, afternoon and evening—for teas and dances, for the matinee and for the opera. Nearly all the fashionable couturiers have their own particular models that are as distinctive as their frocks and sometimes almost as expensive.

For shopping or morning, Milady carries a bag or envelope purse, of Russian leather, probably in a delightful shade of green or red, with a large silver monogram and the most colourful of linings and fittings.

Purses of suede in black or a rich tan are embroidered in gold or silver and the monogram is frequently present. Seal is less used than it has been other seasons, but it is always good for a certain type of serviceable, inconspicuous reticule.

For afternoon there are most attractive models of Bianchini satin and printed velvets to be displayed casually at the tea table. Others are of black moire or satin with insets of charming old bits of Czechoslovakian embroidery brought from some hidden shop in Prague, or an old mellowed fabric from the orient, or some bold striking design that could have originated only in Russia.

In the clasps one is apt to find a touch of coral, jade, onyx or amber, or a combination of rhinestones and onyx. Bags of finely pleated moire are often mounted on elaborately jewelled tops that give a decidedly elegant effect.

The newest vanities are made to match the costume in moire or



The lip-stick tassel bag, in use; and other handbag ideas.

suede and the lip-stick forms a part of the tassel. Some leather bags have monograms in colour, envelope shape, and pouch bags to match the coloured monogram come in the most gorgeous materials as well as in plain slipper.

KNITTED SCARVES.

The latest scarves include short narrow ones made of knitted crepe or Bouclé, showing fine fancy stripes carried out in contrasting shades.

Of more pretentious character are heavy wool scarves that end in boldly checked hems, carried out in two colours of artificial silk while hand-knit silk scarves with raised silk or wool embroidery ends, are being shown for wear with tailor-made suits.

Cashmere scarves that are worn wound round the throat, their ends hanging as low as the line of the waist, are trimmed with wool fringes.

DO YOUR JEWELS SUIT YOU?

Generally speaking, recent years have seen an improved taste in the wearing of jewellery. Hands made clumsy by too many rings, corsages decked like shop windows with brooches and chains are no longer usual sights. Moreover, many women show a real sense of what is distinctive in the ornaments they wear, and we grow to associate their rings or earrings with them, and to feel that it is not impossible for a jewel or trinket to express something of personality.

But there are pitfalls for many people in the wearing of the semi-precious stone necklaces, the slave bangles and other more or less barbaric ornaments that are now so popular. The unwary woman looks into a window full of lapis lazuli, rose quartz, amber and jade, and, spellbound by the beauty of colour, decides that one of those long, heavy necklaces must be hers.

It is at the moment when she tries on the necklace that she must shake off the spell! For the question is not whether the stones are fascinating, but whether they suit her, and there are hundreds of women who do not "look right" in long chains. Particularly trying to many faces and necks are the very large and heavy stones that are apt to take away from the wearer's natural "line" and give an ungraceful appearance. A slender chain is much more generally becoming, but there are women who look very much their best without any form of neck ornament.

Slave bangles become an absurdity when they have to be made in a very large size to fit a somewhat more than comely arm. Yet often it is the big, handsome type of woman who imagines that these adornments become her. Girls who regard blobs of jade or amber or amethyst mascots should sometimes pause to consider whether they would not rather abandon their luck-bringer than spoil the harmony of a pretty gown. With just a little thought and good sense, however, blunders may be avoided and the wearing of fashionable stones may add to the beauty and colour we all desire to see.



Evelyn Laye, now playing in a revival of the "Merry Widow" in London.

MILLINERY NOTES.

Black and brown are the two colours modistes are favouring most in their new models.

Touques in silver and gold lame are among the novelties for wear with afternoon gowns. A pretty afternoon-evening hat of this description just launched is in green taffetas, showing a piece of the brim cut away on the right side in order to allow a lace handkerchief to be arranged so as to fall from different points on the crown far down on to the shoulder. A narrow band of silver ribbon holds this in place at the base of the crown.

This idea of cutting or slashing the brims of hats and adding drooping trimming that hangs through it is a delicate cascade of lace or feathers, is becoming a most popular one, probably because such a line is an attractive and becoming one to most faces.

The cloche shape is still as popular as ever, but the new shapes are slightly larger. They are to be seen in velvet and panne, as in Bangkok straw and velours felt.

A much-worn model that is particularly becoming to shortish women, shows a straight turn-up at one side, and a dip that slants right out on the other.

PAINTED SUEDE HATS.

One of the most charming novelties of the winter season are delightful little pull-on hats made of coloured suede, which are handpainted to represent realistic looking marble effects. These are obtainable in tones of green, blue, tan and light yellow, and they are admirably suited for wear with tweed costumes.

Other delightful painted suede hats show models of simple design in tones of brown and tan, that have their crowns decorated with hand-painted dahlias or chrysanthemums in rather bright tones of colour.

Sometimes hats of this description are trimmed with an overbrim consisting of flat rows of finely cut suede fringe.

THIS WEEK'S RECIPE.

An Inexpensive Pudding.

Required: 1 breakfastcupful of tapioca, 1 pint of boiling water, 2lb. of apples, a thinly-peeled strip of lemon rind, 3oz. of brown sugar, a teaspoonful of margarine. Soak the tapioca in cold water overnight; next day strain and put it into a saucepan with a pint of boiling water and a pinch of salt, and simmer gently until transparent. Peel and core the

apples, cut them in slices, put them into a pan with the lemon peel and water to cover, add the sugar, and simmer until the apples are soft. Beat them to a pulp with a fork, remove the



That all tempting flowers are not of household origin is evidenced by this picture of Elizabeth Huff, Wichita Falls, Texas, wearing a costume in which she appeared recently.

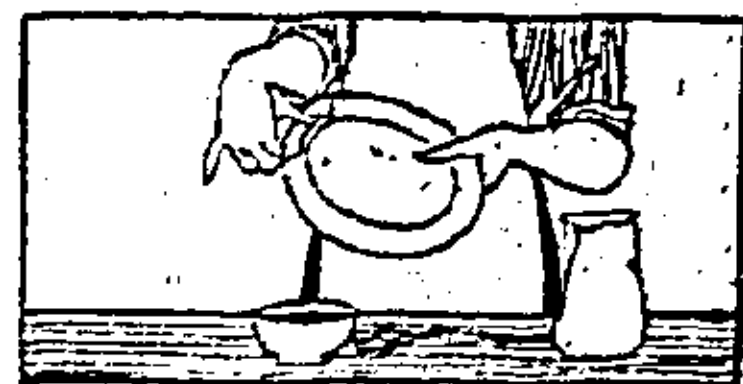
lemon peel, add the margarine, and beat gradually into the tapioca. Add more sugar if necessary, then turn into a glass dish, and serve when cold.

TO WHITEN LINEN.

Valuable linen which has become yellow may be whitened by boiling in a lather made of milk and pure white soap, a pound of the latter being used to a gallon of the former. After boiling the linen should be rinsed twice, and a little blue added to the last water.

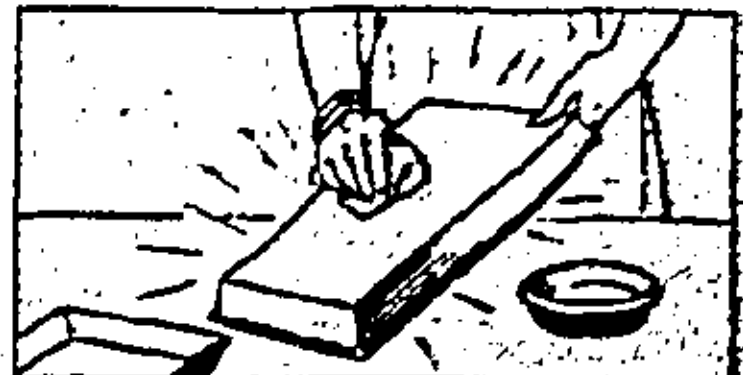
HOUSEHOLD HINTS.

A paste made of plaster of paris



and the well beaten white of an egg will mend china so that the joint is almost invisible. The article to be mended should be thoroughly washed before it is cemented.

If your nickel pans become dis-

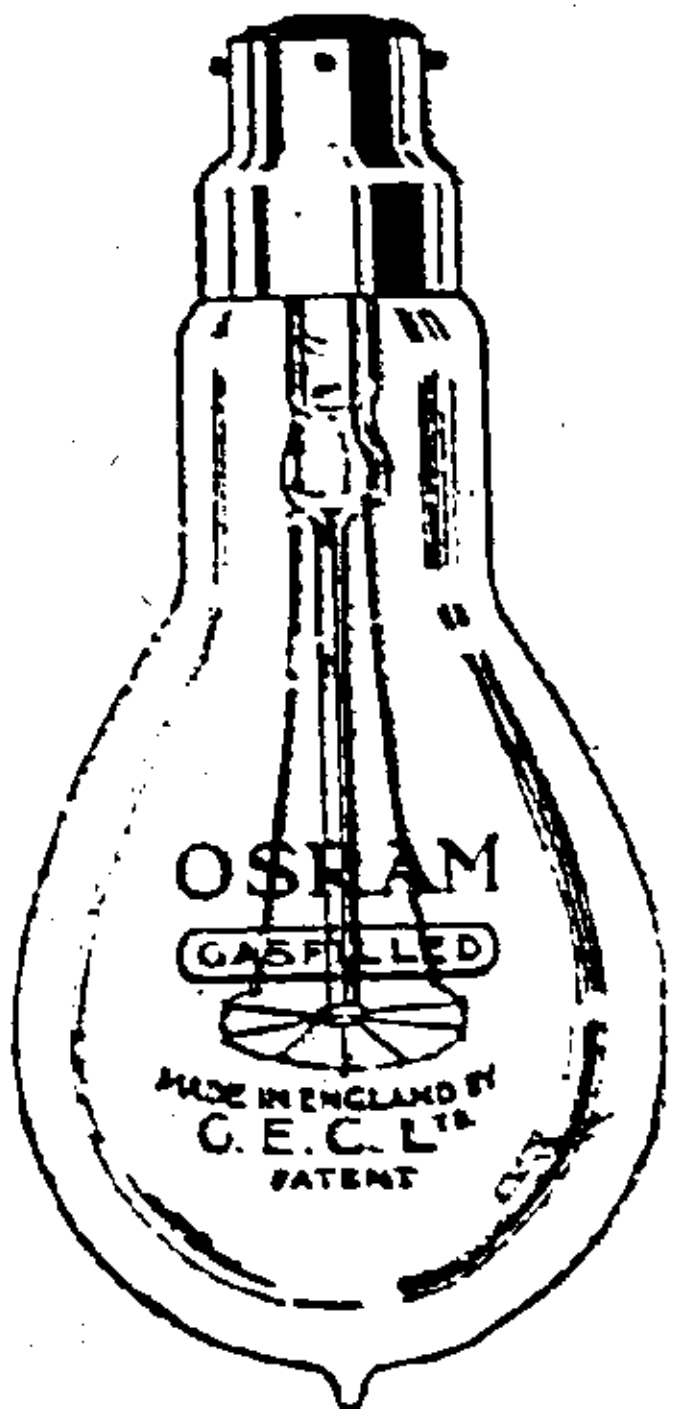


coloured, clean them by rubbing with a paste of whiting or a fine scourer.



A simple, yet attractive, gown and suit.

Osram
G.E.C.



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DAILY LIFE IN BERLIN.

Rural Hunt for Provisions.

To understand what is happening in Berlin one must get outside the city and see the country. The correspondent at the German Capital. It is not necessary to go very far; train-loads of town-folk leave the city every morning and every evening, according to whether they are working full time or not, or whether the wife can leave the household before the children are safely out of the way in bed. Hours of labour begin in the suburbs and country and those akin to them. The platforms mean nothing to them; eight-hour day question is looked at with indifference at the present moment and baskets in hand they are off to the country, along with a few of the same filled full to bursting heavy industries connected with point. The carrying capacity of raw iron and steel. The miners the German man and woman, eight-hour day (not reckoned from the always was remarkable, but the time he enters the yard but to nothing equals these loads of the moment he uses the pick) is wood, potatoes, carrots, turnips, on the average for the Ruhr and anything else that is to be Silesia a five-and-three-quarters day outside the city. The win-hour day. There was no misery dows of the railway earnings in the ranks of the working men are broken again by these weights until the short-hour day occurs pressed against them, just as red: full hours and full pay on in they were when food was scarce wages paid out twice a week in the days after the Armistice, would still keep the wolf from the guards and porters are the door even during the present effort not to note the culprit. Baker, butcher and milkman to "WHAT OF THE NIGHT?" cover possible losses by regulation. But the only part of the wearying the daily price according to journey worth recording is the dollar.

Back in Berlin the thought of question affecting the working classes, one may hear the strangest things in going from meeting to meeting, irrespective of personal politics, in an attempt to grasp the present state of German mentality. "The war," insists capitalism, represented by the People's Party, "brought socialisation to the masses in a form little dreamed of—the socialisation of food—which is the root of to-day's unrest. When was there ever a time before when the servant-girl and the office-boy had the right to demand the same rations as master and mistress? The clamour for the weekly butter, sugar, and bacon was never known among the classes accustomed to a potato diet with margarine in towns, land in the country, and sugarless coffee as the staple drink? For the first time in their lives the war mothers of the people bought milk in the same quantities as the middle classes, demanding as their right on cards what they had never thought necessary before. Germany many turned topsy-turvy under Rathenau's guidance. It needs his enemies to show her how to right herself again. Good, sober, frugal Germany of the past! The politics of the masses are still far removed from anything like the Russian idea of Communism. Quite the most significant action of all the past weeks' unrest was the storming of the Berlin Bourse by the unemployed. This is the nearest approach to Fascism, National-Socialism, under the Anti-Semitic banner of Hitler and his growing following, on the part of the real Socialists, the independent, half-grown lads with crude ideas, that has yet occurred. Here is a slogan for their tilt against the possessing classes at last. Extremes actually meet in the fight against the Jew.

It is natural that one should along the Spree, the Havel, even look in view of what bad business the Elbe, on its long way through means in other countries, for the flat fields to Hamburg. Most of great black-coated brigade. Here the country dwellers are willing the peculiar conditions of Germany to part with their potatoes early many strike the eye. There are in the morning at yesterday's no unemployed clerks, for the prices towards midday they are simple reason that the high tide restive. "The night watchman of speculation is at the flood and hasn't been round yet." is the banks, with their numberless cryptic reply. It appears on new branches all over the country, inquiry that the night watch-working overtime till twelve and man's new function is to report on at night the bucket-shops, exchange the state of the dollar exchange change bureaus, legal and illicit, on the Berlin Bourse from house have swallowed up all those whom to house and farm to farm, and legitimate business, both export that the hundredweight of the trade and inland manufactures, morning may cost another milliard, have already dismissed. In the marks in the afternoon. This trade unions there is consideration of interest to all and sundry, able bitterness at the Government but the moot point comes when men's protracted discussion of the man in search of food is an eight-hour day when Berlin working-man, who com-adequate measures against the plains not only of the price, but prospect of unemployment are Jew.

needed. Economists insist upon intensive production during working hours as a more efficient method of increasing efficiency than longer hours, but the languidness of the present-day German workman, and of the miner in particular, is put down to poor food and too little of it at that.

WAR AS LEVELLER.

On this head, the one great question affecting the working classes, one may hear the strangest things in going from meeting to meeting, irrespective of personal politics, in an attempt to grasp the present state of German mentality. "The war," insists capitalism, represented by the People's Party, "brought socialisation to the masses in a form little dreamed of—the socialisation of food—which is the root of to-day's unrest. When was there ever a time before when the servant-girl and the office-boy had the right to demand the same rations as master and mistress? The clamour for the weekly butter, sugar, and bacon was never known among the classes accustomed to a potato diet with margarine in towns, land in the country, and sugarless coffee as the staple drink? For the first time in their lives the war mothers of the people bought milk in the same quantities as the middle classes, demanding as their right on cards what they had never thought necessary before. Germany many turned topsy-turvy under Rathenau's guidance. It needs his enemies to show her how to right herself again. Good, sober, frugal Germany of the past! The politics of the masses are still far removed from anything like the Russian idea of Communism. Quite the most significant action of all the past weeks' unrest was the storming of the Berlin Bourse by the unemployed. This is the nearest approach to Fascism, National-Socialism, under the Anti-Semitic banner of Hitler and his growing following, on the part of the real Socialists, the independent, half-grown lads with crude ideas, that has yet occurred. Here is a slogan for their tilt against the possessing classes at last. Extremes actually meet in the fight against the Jew.

A Radical Improvement

BECAUSE—The all-metal barrel—Adds to its strength—Improves its balance—Increases its capacity—Enhances its beauty

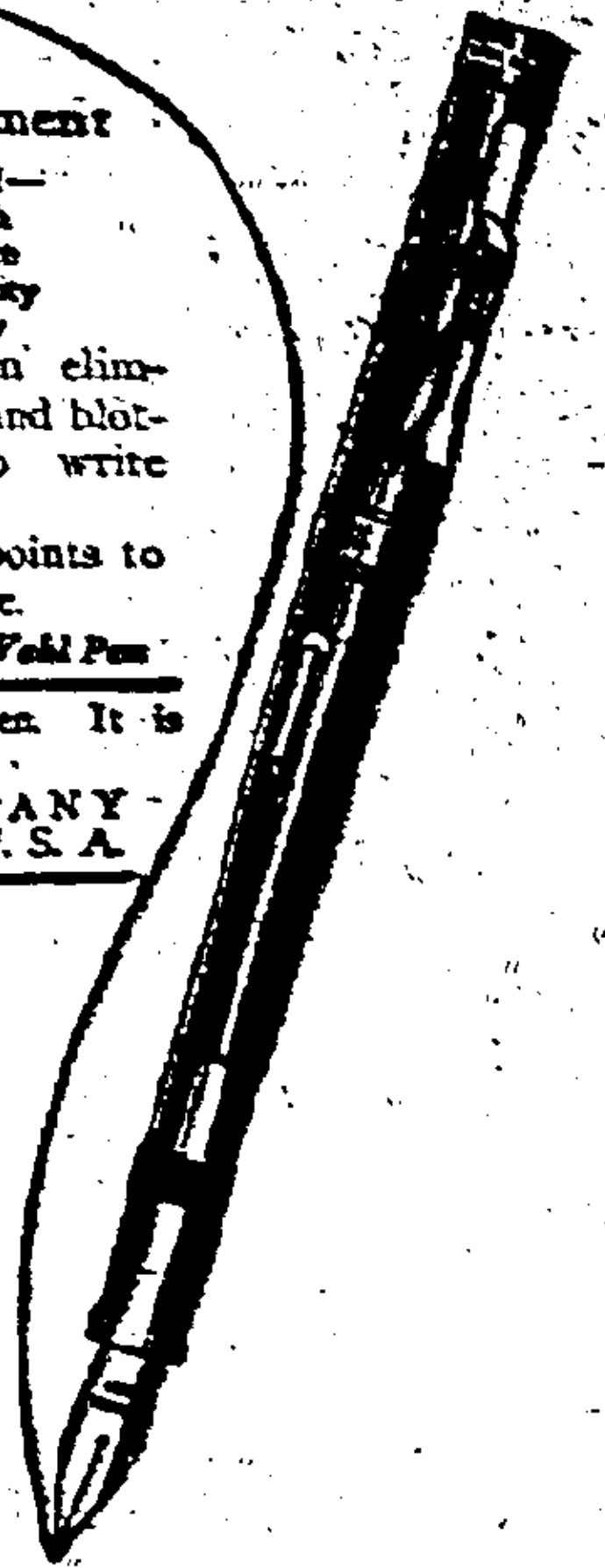
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WHITWAYS LAST-MINUTE RADIOGRAMS AT WHITEAWAYS XMAS BAZAAR



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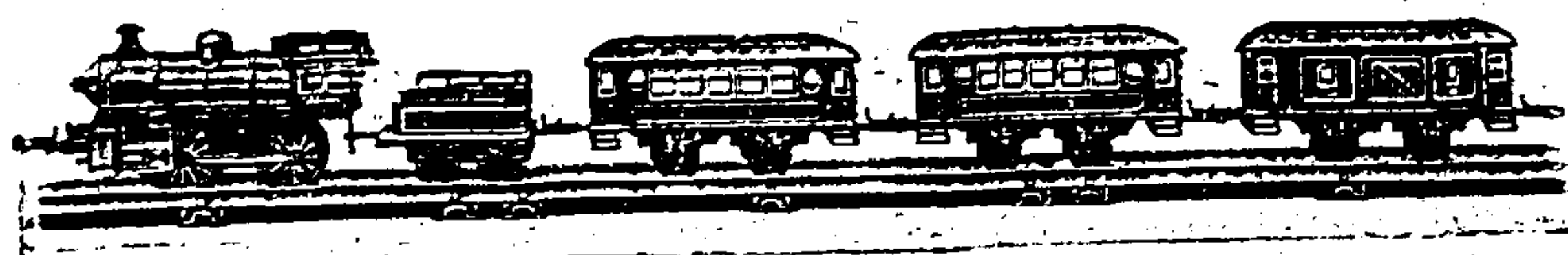
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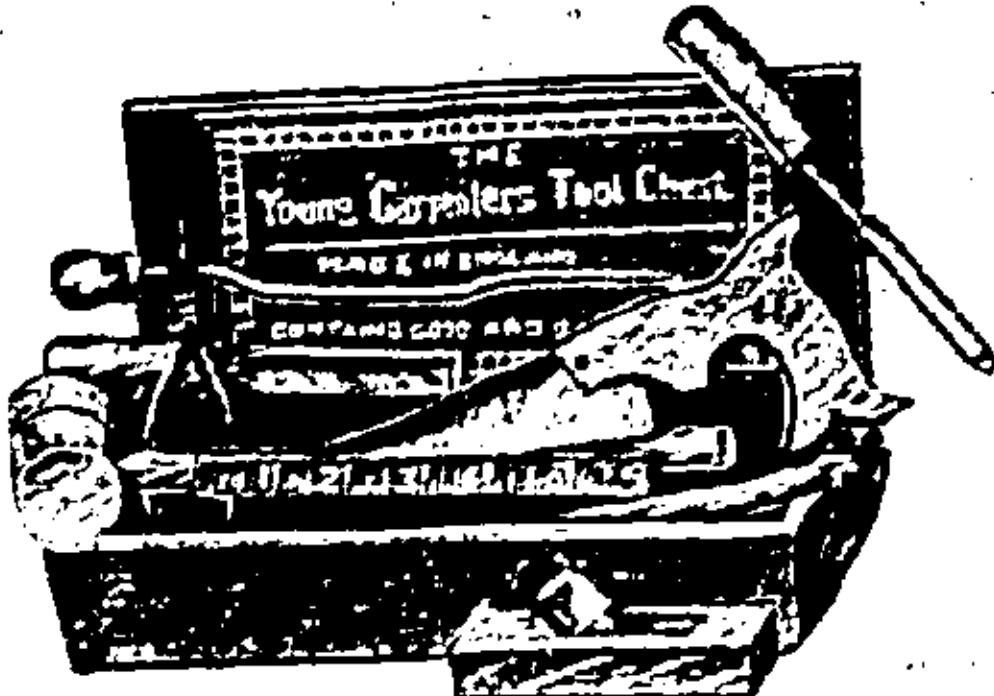


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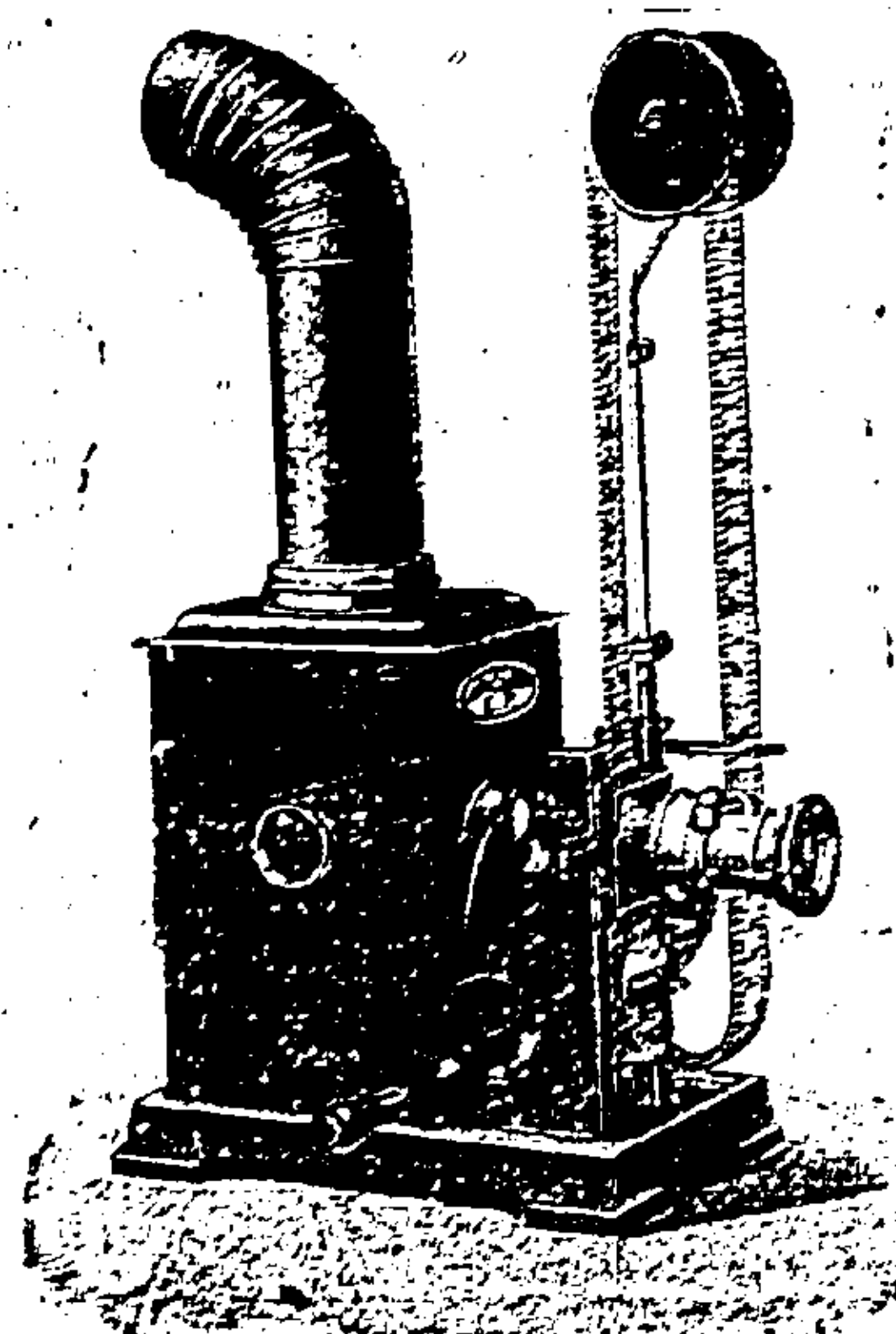


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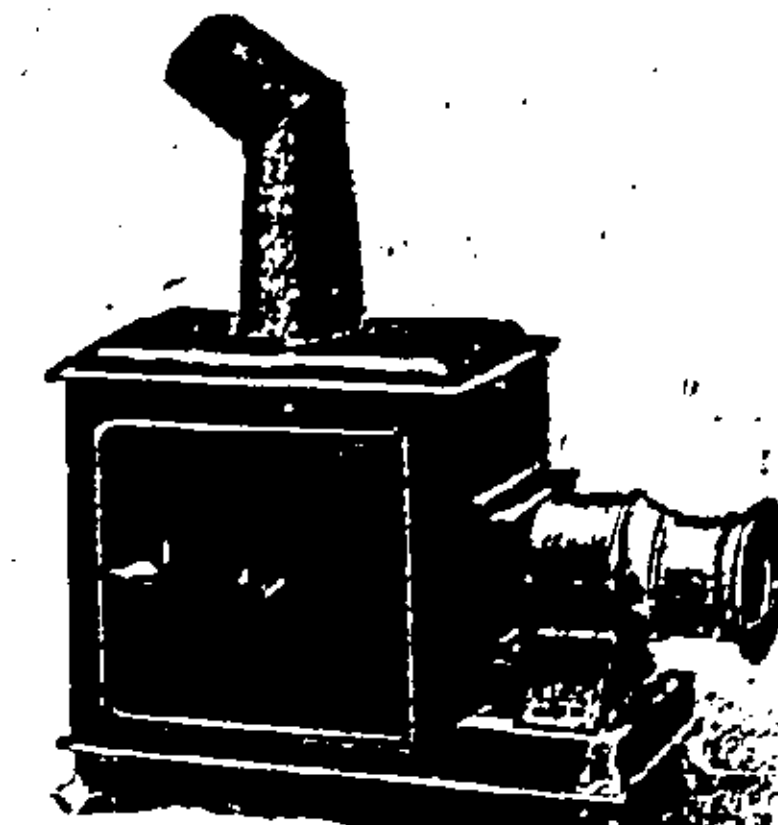
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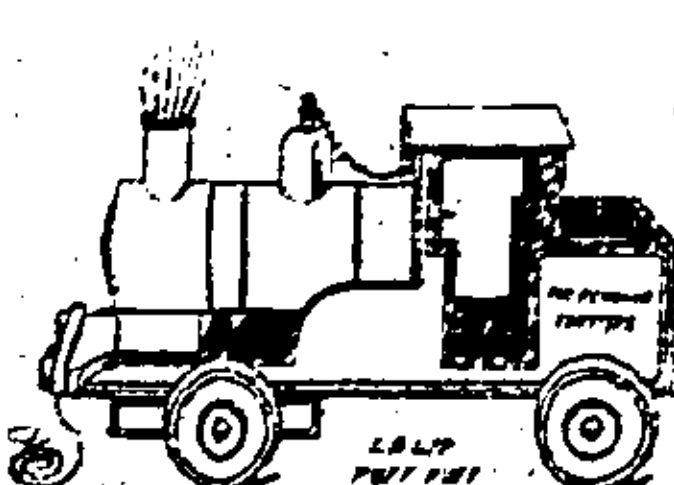
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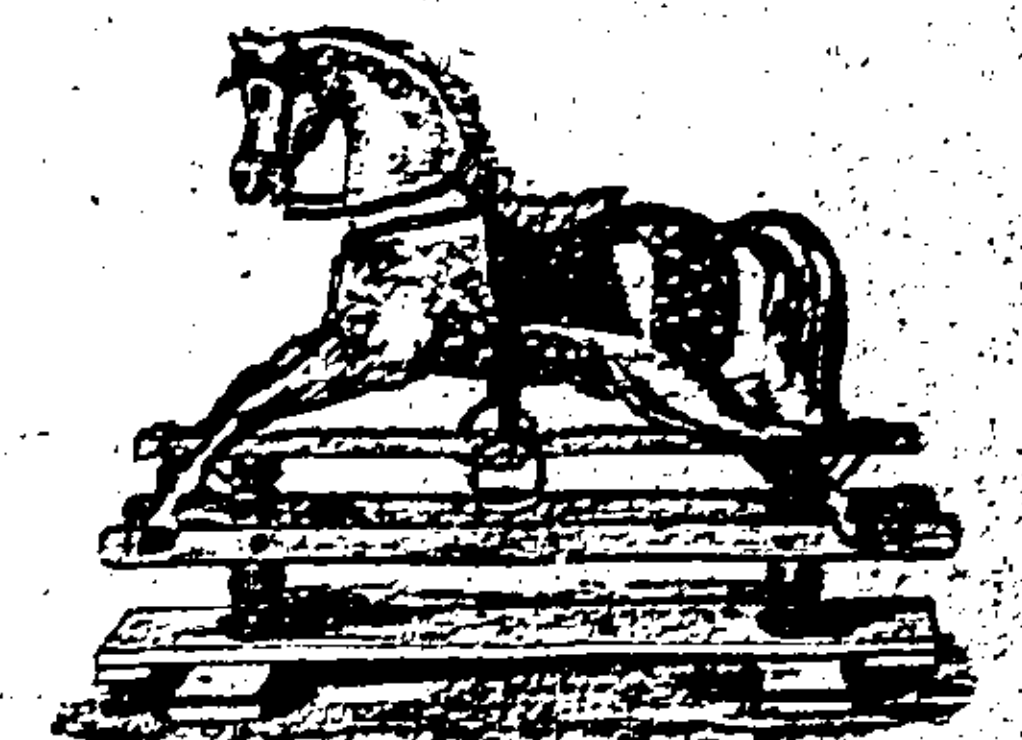
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When pulled along goes
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WAY FROM DUSTY DEATH.

The Prevention of Lead Poisoning.

Dust is an enemy of life. The ancient and our own poets knew what we have largely forgotten. "pulvis et umbra," "pulverem Olympicum," as Horace says, "not without dust and heat," as Milton says, "probably with Horace in his mind," the way to dusty death," as Shakespeare says, and Meredith may have had those lines in mind when he wrote, "What a dusty answer gets the soul." All dust is injurious to life, whether it be septic or crowded with tubercle bacilli, or sterile but silicious, or filled with particles of metal, or, perhaps, above all impregnated with the deadly poison lead, which has afflicted so many painters and glaze-makers and others since the peculiar industrial virtues of its compounds were first discovered, writes the medical correspondent of a Home paper.

The evidence is clear that the outstanding danger from the industrial uses of white lead is its inhalation. The worker may protect himself with soap and water and a nail brush in respect of his fingers, but he must breathe the dust in the atmosphere around him. As in all other instances, however, there should be no dust, but this instance is of unique importance, for lead is not toxic to the individual only, but has been exhaustively proved to belong to the very small group of agents which injure posterity through their action on parenthood. To the eugenicist in especial, therefore, the utmost interest attaches to any measures for the eradication of plumbism. A FORMAL PROPOSAL.

The total prohibition of white lead has been suggested. The proposal is very formidable. Were there no alternative the engineer and the hygienist would be required, I think, to support it. But recently, thanks to the first place

to American ingenuity, one conspicuously effective and simple alternative has been found. At the Decorators' Exhibition (Holland Park Hall, October 17-24) I have taken the opportunity of seeing in detail and in actual use the method about which medical students of industrial hygiene have been reading for some time past.

In brief, the paint containing the lead must be rubbed smooth in some way which raises no dust. This means the use of water. But ordinary sandpaper must be used dry—whence the deadly dust. Now, however, various American firms, and at least one British, offer us a large variety of waterproof sandpapers, which are technically most durable and effective, but have, what matters more, the merit of making no dust, but a mere white mud which can be washed off into a pail and disposed of. I have watched these papers in action and used them myself and have compared their use with the process of "dry-rubbing" the same paint, raising the dust which has cost so many lives.

The Departmental Committee on Industrial Paints reported on this advance, and concluded that dry-rubbing is no longer necessary. The aggravated device of burning down the house in order to roast pork is clearly condemned when we find how to enjoy our meal with a roof above our heads. So here, the remedy is not to abandon a material which is of high technical value and involves the employment of vast numbers of our fellow-subjects here and overseas, but rather to insist upon the adoption of a simple means which eliminates the danger.

The next step has been to devise means whereby other dusts containing lead (as in connection with rubber for motor tyres for instance), and hereafter dust of all and every kind, in the coal-mining in the schoolroom, everywhere, must be laid or never made; and we shall then have found our civilisation's way from dusty death.

EXCHANGE.

Opening Rate of Exchange on Page 13.

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HONGKONG TO ENGLAND			
Ship	Days	From	To
EXPRESS AUSTRALIA	21	Hongkong	London
EXPRESS AUSTRALIA	23	Hongkong	London
EXPRESS AUSTRALIA	25	Hongkong	London
EXPRESS AUSTRALIA	27	Hongkong	London
EXPRESS AUSTRALIA	29	Hongkong	London
EXPRESS AUSTRALIA	31	Hongkong	London

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg, Hamburg, Rotterdam, London, and other ports.

HONGKONG-MANILA SERVICE.

Commencing with the arrival of the Empress of Russia, 25th March, the Empress of Russia will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday after arrival, arriving Manila, Friday Morning, leaving Manila Saturday Evening and arriving Hongkong, Monday Morning, 2nd April.

CANADIAN PACIFIC THROUGHOUT

Passenger Department: 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

For Freight and Passage apply to the Agents, Messrs. J. E. GRIFFITH, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER

THE NEW EAST AMERICAN

STEAMERS TO

SEATTLE & VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT JEFFERSON"	Dec. 24th.
"PRESIDENT GRANT"	Jan. 5th.
"PRESIDENT MADISON"	Jan. 17th.
"PRESIDENT MONROE"	Jan. 29th.
"PRESIDENT JACKSON"	Feb. 10th.

TO EUROPE

£120-£112-£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

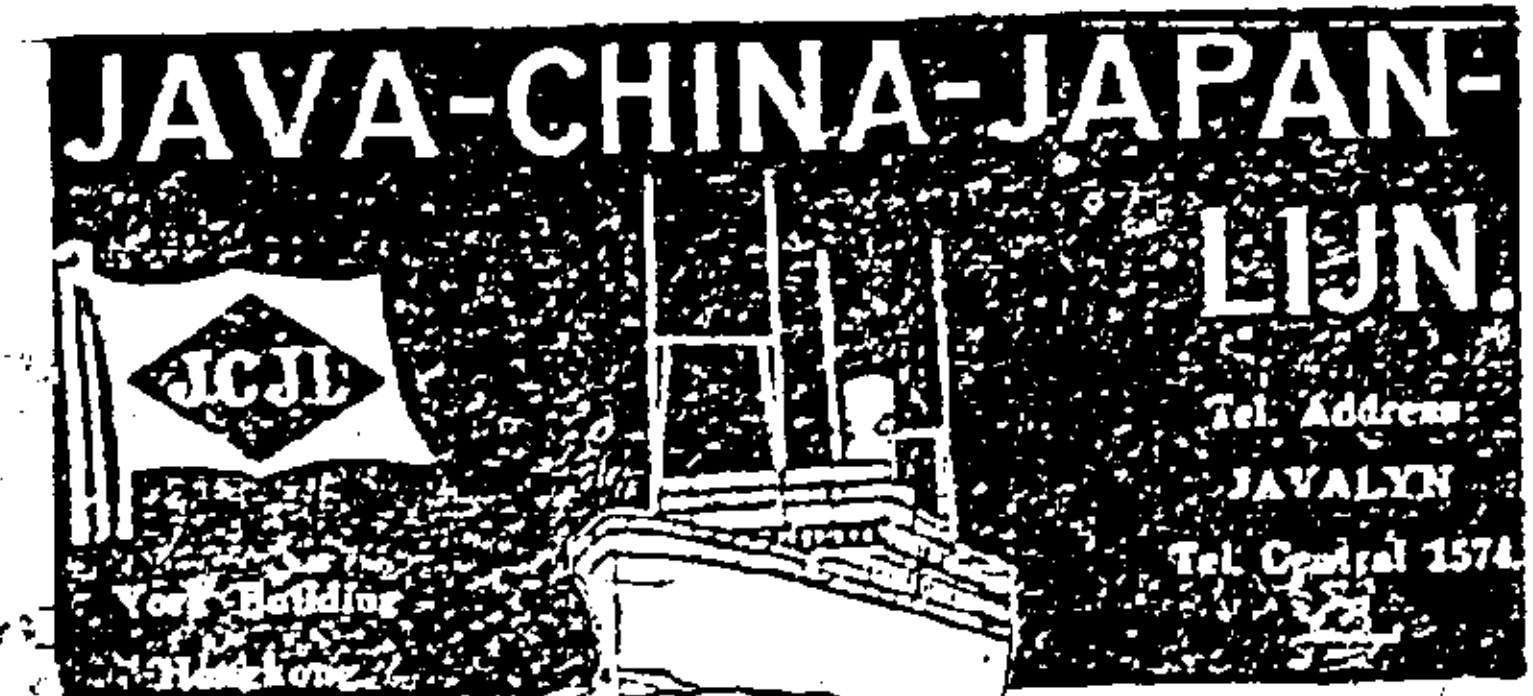
"PRESIDENT JEFFERSON"	TO-DAY.
"PRESIDENT GRANT"	Dec. 27th.
"PRESIDENT MADISON"	Jan. 8th.

Through Bills of Lading to all United States and Canadian Overland Points also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our offices SEATTLE, CHICAGO, NEW YORK.

For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building Ground Floor. Telephone Central 2477 & 2478. No. 4, Des Voeux Road.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on/about	Will leave on/about	For
Ombilin	Java	In port	17th Dec.	Shanghai N. C.
Tjikarag	Java	In port	15th Dec.	Shanghai N. C.
De Greve	Java	21st Dec.	21st Dec.	Shanghai N. C.
Tjilatjap	Java	23rd Dec.	23rd Dec.	Shanghai N. C.
Tjibodas	Java	25th Dec.	25th Dec.	Shanghai N. C.
Tjimanok	N. China	28th Dec.	28th Dec.	Batavia
Tjikini	Java	29th Dec.	29th Dec.	Japan
Tjitaroom	Japan	31st Dec.	31st Dec.	Japan

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the Agents, Messrs. J. E. GRIFFITH, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Java-China-Japan Lijn.

PACIFIC SHIPPING.



DOLLAR LINE

SAILINGS FROM HONGKONG.

For New York & Boston via Panama.
S.S. STANLEY DOLLAR ... 3th January.
S.S. STUART DOLLAR ... 19th January.

For New York & Boston via Suez.
S.S. M. S. DOLLAR ... 30th December.
S.S. ROBERT DOLLAR ... 5th January.

For San Francisco and San Pedro.
S.S. STANLEY DOLLAR ... 3th January.
S.S. STUART DOLLAR ... 19th January.

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

DEACON & Co. No. 4A, Des Voeux Road.
CANTON. Tel. Central 792 & 793

T. K. K.



THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE

£120-£112-£110

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.
Steamers: 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

TAIYO MARU (Calling at Manila) ... 22,000 ... Jan. 6.
CENYO MARU (Calling at Manila) ... 22,000 ... Jan. 17.
KOFU MARU (Calling at Manila) ... 22,000 ... Jan. 17.
SHINYO MARU (Calling at Manila) ... 22,000 ... Feb. 1.
SIBERIA MARU (Calling at Manila) ... 22,000 ... Feb. 15.

HONGKONG TO YOKOHAMA

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLEDO, ARICA & IQUIQUE. THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

RAIKYO MARU ... 15,500 ... Jan. 15.

JAPAN-HONGKONG-JAVA SERVICE

Isaka, Kobe, Moji, Dairen, H'kong, B'avia, S'rang & Sourabaya.

PERSIA M. ... 15,500 ... Dec. 25.

JAVA, NEW YORK LINE. (Freight Only.)

VIA JAVA AND SUEZ.

BIYO MARU ... 15,500 ... Dec. 12.

For Full information regarding passengers, freight and sailings apply to

Agents at Canton. Tel. Central Nos. C. 2374 & 2375.

Messrs. J. E. GRIFFITH.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

To Los Angeles & San Francisco from Hongkong by Diesel Route.

U.S.S.B. "West Prospect" ... Due Hongkong 1st Jan. Leaves Hongkong 3rd Jan.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEAPORTS THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

To Singapore.

U.S.S.B. "West Faralan" ... Due Hongkong 27th Dec. Leaves Hongkong 28th Dec.

To Manila and P. I. Ports.

U.S.S.B. "West Mahwah" ... Due Hongkong 15th Dec. Leaves Hongkong 17th Dec.

U.S.S.B. "West Chopta" ... Due Hongkong 24th Dec. Leaves Hongkong 25th Dec.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full Information apply to

STRUTHERS & BARRY.

L. EVERETT. 1st Floor Queen's Building. Phone Central No. 3008.

General Agent for Japan-China-Philippines. A. E. FRANK, Actg. Res. Agent.

Indo-China-Straits & Java.

COMPANIA TRASATLANTICA DE BARCELONA (Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

C. LOPEZ Y LOPEZ, Ltd. Dec. LEONAZPI ... about 26th Mar.

ISLA DE PANAY ... 5th Feb.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

ISLA DE PANAY ... 19th Jan. LEONAZPI ... about 6th Mar.

The steamers of this Company are classed 100 All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewards and Doctor carried.

For particulars of freight or passage apply.

BOTELHO BROS. Alexandra Buildings, Hongkong.

(Tel. 1331)

BOSTON & NEW YORK.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. CALCHAS ... via Suez Canal ... 23rd Dec.

S.S. COLORADO ... via Suez Canal ... 4th Jan.

S.S. "ELEUS" ... via Suez Canal ... 15th Jan.

S.S. LANGTON HALL ... via Suez Canal ... 25th Jan.

Steamers proceed via Canal or Pa. ma Canal at Owners' option.

And/or to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG, (John Swire & Sons, Ltd.)

HONGKONG & CANTON: HOLYOAK, MASSEY & Co. Ltd., CANTON

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

(Direct)

"HELENUS" 18th Dec. London, Rotterdam & Hamburg
"AUTOLYCUS" 24th Dec. London, Rotterdam & Hamburg
"DARDANUS" 31st Dec. London, Rotterdam & Hamburg
"PATROCLUS" 8th Jan. Marseilles, London & Rotterdam

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"DIOMED" 1st Jan. M'les, Havre, Liverpool & Glasgow
"TITAN" 8th Jan. Genoa, M'les, Liverpool & Glasgow
"CYCLOPS" 1st Feb. M'les, Havre, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

"ACHILLES" 19th Dec. Victoria, Seattle & Vancouver
"PHILOCTETES" 4th Jan. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

"CALCHAS" 23rd Dec. via Suez & Boston
"PELEUS" 15th Jan. via Suez & Boston

PASSENGER SERVICE

"MENTOR" 7th Jan. for Shanghai.
"PATROCLUS" 8th Jan. for Singapore, Marseilles & London.
"MENTOR" 4th Feb. for Singapore & London.
"TEIRESIAS" 11th Mar. for Singapore & London.
"SARPEDON" 2nd Apr. for Singapore, Marseilles & London

For Freight and Passage Rates and all information Apply to

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.) AGENTS.

SERVICE TO NEW YORK.

NEW YORK and or BOSTON via PANAMA.

S.S. ELKTON ... 18th Jan.
S.S. ECLIPSE ... 25th Jan.

For freight, space and particulars apply to

BARBER STEAMSHIP LINE, INC.

ADMIRAL ORIENTAL LINE.

AGENTS

4, Des Voeux Rd. C. H. K. & S'hai Bank Bldg. Ground Floor.

Telephone Central 2477 & 2478



NORDDEUTSCHER

LLOYD

FREIGHT & PASSENGER SERVICE

ECONOMY COURTESY COMFORT

STEAMERS TONS SAILING DATE DESTINATION

"HOLSTEIN" 25th December. Singapore, Belawan, Colombo, Port Said, Genoa, Antip. P'dan, and Hamburg.

"SCHLESIE" 1st January.

"SAARBR" First week in Feb.

"KEN" First week in Feb.

All dates subject to change without notice.

For Passage Rates and Freight—apply to

THE ROBERT DOLLAR CO.

Tel. Central 795 or 792. No. 4A, Des Voeux Road, Ground Floor.

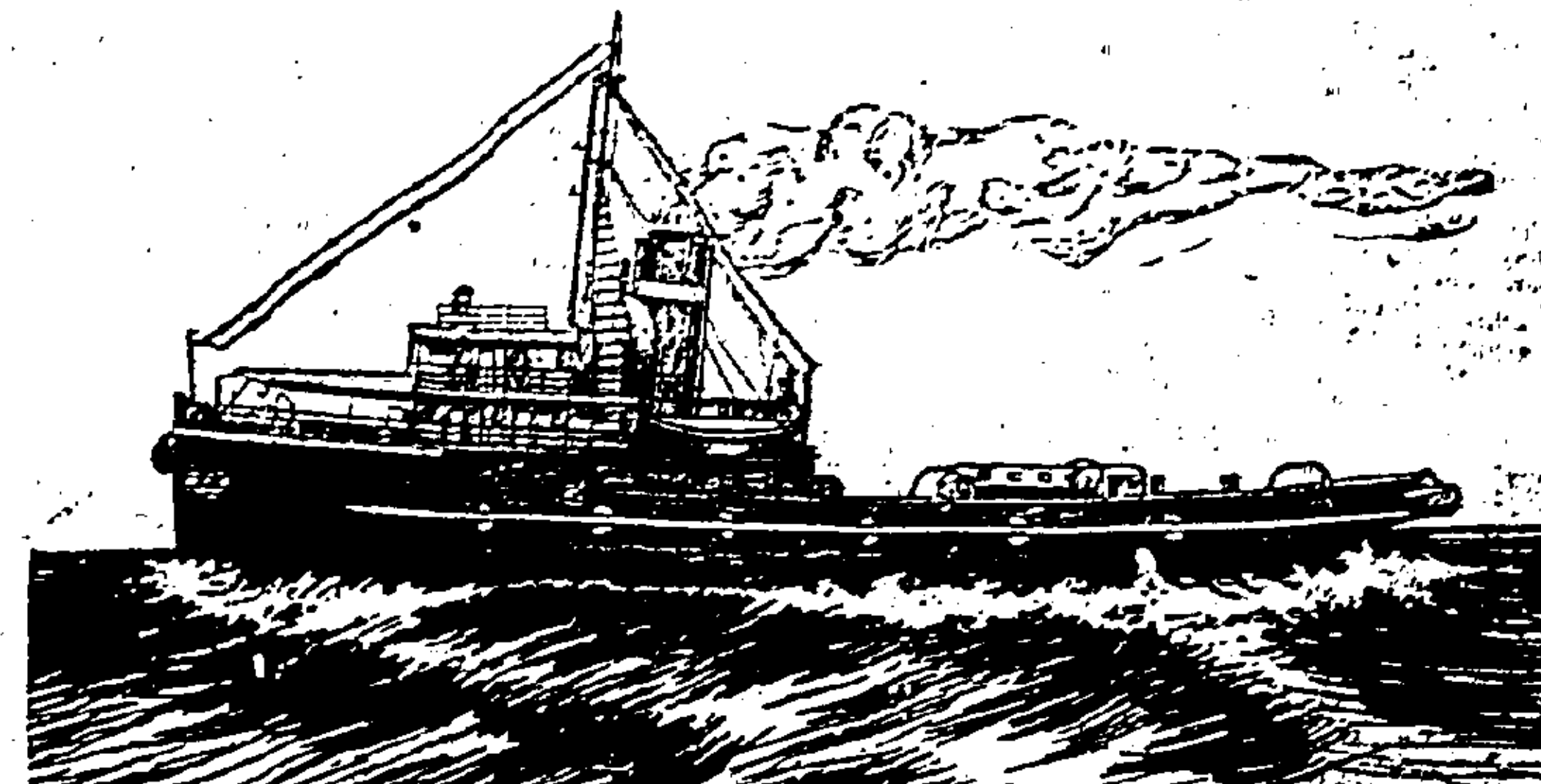
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Code Used: A1, A.B.C. Fifth Edition, Engineering, First and Second Edition.

Western Union and W.C.T.U.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 185' B.P., Breadth 34' (m) Depth 17' (m) I.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:

R.M. BYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.
(COMPANIES INCORPORATED IN ENGLAND)

Suez, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East and South Africa, Australasia, including New Zealand, Queensland Ports, Red Sea, Egypt, Europe, etc.
PENINSULAR ORIENTAL PORTFOLIO DIRECT, ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
KAISAR-I-HIND	1,430	29th Dec.	B'bay, M'les, L'don, A'werp
KHIVA	9,097	12th Jan.	M'les, London & Antwerp
SICILIA	6,813	19th Jan.	S'pore, P'ang, L'bo & B'bay
MACEONIA	11,089	26th Jan.	B'bay, M'les, L'don, A'werp
KASHGAR	8,540	9th Feb.	M'les, London & Antwerp
SOLWAN	6,696	13th Feb.	S'pore, P'ang, L'bo & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	6,949	27th Dec.	S'pore, Penang & Calcutta
TORILLA	5,205	22nd Jan.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	5th Jan.	Manila, Thurs. Is. Cairns,
ST. ALBANS	4,500	2nd Feb.	Townsville, Brisbane,
EASTERN	4,000	27th Feb.	Sydney & Melbourne.

For further particulars apply to the Agents.
The P. & O. Company's steamers to London via Suez Canal.
The P. & O. Company's steamers to London via Cape Town.
The P. & O. Company's steamers to London via Suez Canal.
The P. & O. Company's steamers to London via Cape Town.

SAILINGS TO SHANGHAI & JAPAN.

MACEONIA	11,089	15 Dec. 4 p.m.	Shanghai, Moji & Kobe
TORILLA	5,205	29th Dec.	Shanghai, Moji & Kobe
KASHGAR	8,540	29th Dec.	Shanghai, Moji & Kobe
SICILIA	6,813	5th Jan.	Shanghai
ST. ALBANS	4,500	5th Jan.	Moji & Kobe
MOREA	10,911	12th Jan.	Shanghai, Moji & Kobe
KARNATA	9,098	29th Jan.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.
Wireless on all steamers.
Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
22, Des Voeux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K. STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS	HOMEWARDS
Vessel	Leaves Hongkong
CARNARVONSHIRE	15th Dec.
GLENIFFER	27th Dec.
GLENBEG	14th Jan.
GLENSIDA	29th Jan.

Movements are subject to change without notice.
For freight or further particulars please apply to—
JARDINE MATHESON & CO., LTD.
THE GLEN LINE, LTD.
AGENTS
Telephone Central No. 215, sub-ex. 43 and 5996.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUELS

Mail Steamer	Next Sailings	Pro. at H'g.	Pro. Sailing
	from Marseilles	and Sailing for	for M'les
CHAMBERLAIN	16th Nov.	26th Dec.	24th Dec.
PAUL LECAT	16th Nov.	26th Dec.	24th Dec.
ANDRE LEBON	30th Nov.	3rd Jan.	24th Jan.
AMBOISE	14th Dec.	17th Jan.	4th Feb.
CORDILLERE	14th Dec.	17th Jan.	19th Feb.

RATES OF PASSAGE MONEY TO MARSEILLES.
(including Table Wine and free Doctor's attendance)
1st Class 295.00 B. Class 1st Class 289.00
2nd Class 268.00 B. Class 2nd Class 262.00
Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the trains at Marseilles.
LIGNE COMMERCIALES (CARGO-BOATS)
S.S. MEINAM loading for Manila, Marseilles, Havre, Antwerp & Dunkirk about 11th January.
Also through Bills of Lading issued to Helsinki, Reval & Riga.
For full particulars apply to—
Messageries Maritimes Co.
3 Queen's Building.
CONSIGNATION. TRANSIT. REPRESENTATION.
Telephone Central No. 44.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.
FOR HAIPHONG via Hoibow & Pakhoi
S.S. "NANYO MARU No. 1" on or about 27th Dec.
FOR KEELUNG via Swatow & Amoy
S.S. "TAIKWA MARU" on or about 27th Dec.
For further particulars, please apply to—
MITARAI
AGENTS
Branch Office, No. 37, Bonham Street, West.
Top Floor, King's Building, Tel. Central No. 140.

Shipping to Europe, Australia, and other Ports.

**SAILINGS SUBJECT TO ALTERATION.**

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. 5405. G. 5420. G. 5440.
KAGA MARU Tuesday, 8th Jan. at 11 a.m.
ITO MARU Monday, 29th Jan.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.
ATSUTA MARU Wednesday, 19th Dec.
KASHIMA MARU Wednesday, 2nd Jan.

HAMBURG via LONDON & ROTTERDAM.
LIVERPOOL via MARSEILLES & VALENCIA.
SYDNEY & MELBOURNE via Manila, etc.
TANGO MARU Friday, 21st Dec.

NEW YORK and/or BOSTON via PANAMA.
MATEBASHI MARU First half of Jan.
BUENOS AIRES via Singapore, Durban & Cape Town.
KAWACHI MARU (Calling Delagoa Bay) Monday, 31st Dec.

BOMBAY via Singapore, Penang & Colombo.
PENANG MARU Monday, 17th Dec.
YONOI MARU Sunday, 23rd Dec.

CALCUTTA via Singapore, Penang & Rangoon.
MORIOKA MARU Sunday, 16th Dec.
CEYLON MARU Saturday, 22nd Dec.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU Thursday, 10th Jan.

SHANGHAI, KOBE & YOKOHAMA.
SUWA MARU Tuesday, 18th Dec.
DUREAN MARU Friday, 21st Dec.

MIYO MARU Sunday, 30th Dec.
FUSHIMI MARU Tuesday, 1st Jan.

For further information apply to—
NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, 293 & 2422.
Y. YAMAGUCHI, Manager.

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR BOSTON & NEW YORK via SUEZ.

S.S. "KENDAL CASTLE" Sailing on or about 28th Jan.

LYOED TRIESTINO.

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been reopened for traffic, cargo is also accepted for this port on through Bills of Lading.
VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS, REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 1923.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "PERSIA" Sailing on or about 3rd Jan.
S.S. "ANNA" Sailing on or about 6th Jan.
S.S. "ROSANDRA" Sailing on or about Early Feb.

FOR BRINDISI, VENICE & TRIESTE.

via Singapore, Penang and Colombo.

S.S. "DUCHESSA D'AOSTA" Sailing on or about 1st Jan.
S.S. "PERSIA" Sailing on or about 17th Feb.
This steamer has been specially chartered to facilitate the forwarding of cargo intended for the reconstruction of the devastated areas in Japan.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.
Steamer sailing from Calcutta on or about Early Jan.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD.,
Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leave Hongkong for Kobe
KUT	20th Dec.	22nd Dec.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.
For Freight and Passage apply to
Butterfield & Swire.
(JOHN SWIRE & SON, LTD.)
Agents.
Telephone Central No. 36.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.**Projected Sailings from Hongkong Subject to alteration.**

City of Paris 2nd Jan. M'les, L'don, R'dam, H'burg, Hull.
PASSENGER SERVICE.

City of Paris 2nd Jan. Marseilles, London, etc.
City of Canterbury 12th Jan. Shanghai & Kobe.
City of Canterbury 21st Feb. Marseilles, London, etc.
City of York 30th Mar. do.
City of Cairo 18th Apr. do.

FARES TO LONDON.

Single 1st Class A £ 92. B £ 84. 2nd Class A £ 62. B £ 56.
Return 1st Class A £ 161. B £ 147. 2nd Class A £ 104. B £ 98.
City of Tokyo Cargo Steamer Saloon Pass age £ 56.
For further particulars apply to—
HOLYOAK MASSEY & CO. LTD. THE BANK LINE, LTD.
CANTON. Tel. Central 783.

COAST SHIPPING.**INDO CHINA STEAM NAVIGATION Co., Ltd.****SAILINGS SUBJECT TO ALTERATION.**

Destination	Steamer	Sailings
HAIPHONG via Hoibow Chipshing	Sat.	15th Dec. at 10 a.m.
MANILA	Sat.	15th Dec. at 11 a.m.
SHANGHAI via Swatow Yatsing	Sun.	16th Dec. at 7 a.m.
KOBE via Amoy, Shai, Moji Hosang	Sun.	16th Dec. at 7 a.m.
STRAITS & Calcutta	Mon.	17th Dec. at 3 p.m.
RANGKOK via Swatow Hangsang	Tues.	18th Dec. at 10 p.m.
TAO via Swatow & Shai	Tues.	18th Dec. at 7 a.m.
HAIPHONG via Hoibow Cheongshing	Wed.	19th Dec. at 10 a.m.
SHANGHAI via Swatow Wingsang	Sun.	23rd Dec. at 7 a.m.
SANDAKAN	Mon.	24th Dec. at 1 p.m.
TTAO via Swatow & Shai Tingsang	Tues.	25th Dec. at 7 a.m.
KOBE	Thurs.	27th Dec. at noon.
RANGKOK via Hoibow Chunsang	Fri.	28th Dec. at 10 a.m.
STRAITS & Calcutta	Mon.	31st Dec. at 3 p.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon.
Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoibow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Fooksang" will be despatched on or about Monday, 17th Dec. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.
Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.
For Freight or Passage apply to—
JARDINE MATHESON & Co., Ltd.
Telephone Central No. 215. General Managers.

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Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.
For Swatow, Amoy and Foochow and Returns,
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Maiching...	J. S. Thomson	TUES. 18th Dec. at 1 p.m.
Haibong...	W. C. Passmore	FRI. 21st Dec. at 1 p.m.
Haibong...	Ellis Walker	WED. 26th Dec. at 1 p.m.

Sailing at Amoy for Passengers only.
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S.S. VAN OVERSTRATEN

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In connection with the Royal Packet Nav. Co.'s (K.P.M.) service to all destinations in the Netherlands East Indies.
Agents—JAVACHINA JAPAN LIJN,
Telephone Central No. 1574. York Building, Charter Road.

CONSIGNEES.**The Steamship "PRESIDENT JACKSON"**

having arrived from Manila on Dec. 10th. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, & stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 15th Dec., by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after December 15th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board, Emergency Fleet Corporation, Agents.

ADMIRAL ORIENTAL LINE, 4, Des Voeux Road, Hongkong, December, 10th, 1923.

ADMIRAL ORIENTAL LINE.**The Steamship "PRES. JEFFERSON"**

having arrived from Seattle via ports, on Dec. 13th. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, & stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed & damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on December 19th by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after Dec. 20th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board, Emergency Fleet Corporation, Agents.

ADMIRAL ORIENTAL LINE, 4, Des Voeux Road, Hongkong, Dec., 13th, 1923.

NOTICE TO CONSIGNEES.**SERVICE: CONTRACTUELS DES MESSAGERIES MARITIMES.**

S.S. "PAUL LECAT"

Consignees of Cargo from Marseilles etc., also cargo ex s.s. "ANDROMÈDE" from Bordeaux.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon today requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 14th instant Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 18th Dec. 1923, or they will not be recognized.

All damaged packages will be examined on Friday the 14th Dec. 1923 at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. HODENFUSE, Acting Agent, Hongkong, 15th Dec. 1923.

**ASAHI BEER**

BREWED BY

DAI NIPPON BREWERY

Co., Ltd.

TOKYO JAPAN

Specially Brewed for Export

Sole Agents—

Mitsui Bussan Kaisha, Ltd.

HONGKONG.

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SHANGHAI
Telephone Address: **SHENLIN** SHANGHAI.
Astor House Hotel. Palace Hotel.
Grand Hotel Kalee.

PEKING
Telephone Address: **WAGONS LITS** PEKING.
Grand Hotel des Wagons Lits.

THE HONGKONG & SHANGHAI HOTELS, LTD.
In connection with
The Grand Hotel des Wagons Lits, Ltd.

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Telephone Address: **WAGONS LITS** PALACE HOTEL.

Entirely under English Management. Electric Lifts and Roof Garden.

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THE PREMIER HOTEL IN KOWLOON.

Electric Lifts to all Floors and Roof Garden.

Telephone on all Floors.

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FIRST CLASS SALOON BAR AND BILLIARD ROOM.

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ELECTRIC LIFTS AND LIGHTING.

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THE EUROPE HOTEL.
SINGAPORE.

DANCING AFTER DINNER.

EVERY MONDAY, WEDNESDAY and SATURDAY,

TEA DANCES

TUESDAYS and THURSDAYS.

The Hotel Orchestra under the Direction of
Mr. F. R. Martens.

Telephones in every room.

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ARTHUR E. ODELL, Manager.

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SHIU YUEN CHEUNG
NOW OPEN

QUALITY & RELIABILITY.

We are the foremost dealers in
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handling it from the rock to the finished product.

We have the best selection of Silk Embroidery,
Diamond, Pearl, Ivory, Silver and Gold Ware

One Price only
Marked in plain figures

SATISFACTION GUARANTEED

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OLD POST OFFICE BUILDING!
Green's Road, Central.

TEL: 225
CENTRAL.



In a Week
You will see that it pays

"This new method of teeth cleaning shows its benefits quickly. Men, women or child will in a week see effects delightful and convincing."

Millions of people of some forty years now employ this method. Leading dentists everywhere advise it. You should learn how much it means to you and yours.

Clouded by a film

Your teeth are clouded more or less by a film. The film is vicious—you can feel it with your tongue. It clings to teeth, enters crevices and stays.

Old methods of brushing leave much of that film intact. The film absorbs stain, so the teeth look discolored. Film is the basis of tartar.

How it ruins teeth

That film holds food substance which ferments and forms acids. It holds the acids in contact with the teeth to cause decay.

Millions of germs breed in it. They, with tartar, are the chief cause of pyorrhea. So most tooth troubles are now traced to that film, and they are almost universal.

Now we combat it

Dental science, after long research, has found two film combatants. Many careful tests have proved their efficiency. Leading dentists everywhere urge their daily use.

A new-day tooth paste has been created, called Pepsodent. It complies with modern requirements. And these two great film combatants are embodied in it.

Two other effects

Pepsodent brings two other effects which authority now deems essential. It multiplies the starch digestant in the saliva.

It multiplies the alkalinity of the saliva. That is Nature's neutralizer for acids which cause decay.

Note how clean the teeth feel after using. Mark the absence of the vicious film. See how teeth whiten as the film coats disappear. Then judge the benefits by what you see and feel. You will be amazed.

Pepsodent
TRADE MARK
The New-Day Dentifrice

A scientific film combatant, which whitens, cleans and protects the teeth without the use of harmful grit. Now advised by leading dentists the world over. For sale in two sizes by all druggists.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA:
KERN & CO.
P. O. BOX 94
HONGKONG

CHURCH NOTICES.

A Charge of one Dollar is made for Notices under this heading.

St. John's Cathedral, Hongkong.
16th December, 1923, 3rd Sunday in Advent. Holy Communion (8 a.m.) Children's Service (10 a.m.) Hymns, 165, 311, 298, 311, 11 a.m. Responses. Festival Venite, No. 27 (Beavan); Psalm, 73; Te Deum. Quadruple (8 o'clock); Benedictus, Goss (7th Evening); Hymns, 268, 281. Holy Communion (12 noon). Evensong (6 p.m.) Responses. Festival Psalm, 15, 76, 82; Magnificat, Leman (25th Morning); Nunc Dimittis, Gilbert (25th Morning); Hymns, 334 (Tune 180), 232, 28.

Westover Methodist Church, Queen's Road East, Wanchai, opposite Royal Naval Hospital.
Sunday, 16th December, 1923.
10.15 a.m. Divine Service and Naval and Garrison Church Parade. Hymns and Chant, 995, 504, 832, 627, 810. Subject: "Readjustment of Friendships." 6 p.m. Divine Service. Hymns, 257, 649, 811, 911. Solo and Vesper. Subject: "The Great Mission." Preacher: Rev. C. Clouston Forth, Hon. Chaplain to the Forces. 3 p.m. Sunday School with Blackboard Address. Friday, 5.45 p.m. Choir practice. Wesley Sailors' and Soldiers' Home, Arsecul Street. Sunday, 8.15 p.m. Chaplain's Meeting and Social Hour. Address, by Mr. A. Kirk, Subject: Pagan's "Life of Christ." Wednesday, 8.30 p.m. Wesley Guild. Literary Evening. Popular Lantern Lecture on "How we measure the distance of the Stars," by J. Featon, Esq., Ph. D.

First Church of Christ, Scientist, McDonnell Road, below Bowen Road Tram Station. Sunday, 11.15 a.m. Wednesday, 5.45 p.m.

GIGANTIC CATERING.

The entire catering arrangements for the British Empire Exhibition have been placed in the hands of Messrs. J. Lyons and Co., Limited. Some idea of the magnitude of the task undertaken may be realized when it is stated that seating accommodation has to be arranged for twenty-five thousand people, and meals have to be provided for an estimated total of 175,000 visitors daily. The authorities are counting on there being thirty million visitors to the exhibition during the eight or nine months in which it will be open next year.

ENTERTAINMENTS

JACKIE COOGAN
TROUBLE

together with
BUSTER KEATON
in
"The Boat"

TODAY
at 2.30, 5.15, 7.15 & 9.15
at **THE CORONET**

THE STAR
Today at 2.30 & 9.15
JACK PICKFORD
— in —
"GARRISON'S FINISH."

Sunday
WAY DOWN EAST.

THE GRAND
Tonight at 9.15
MACLIN ARBUCKLE
— in —
"THE PRODIGAL JUDGE"

WORLD THEATRE
PHONE 1537

Wednesday Dec. 12th. to Saturday, December 15th.

Priscilla Dean
— IN THE —
"Flame of Life"

UNIVERSAL-JEWEL IN 7 REELS

Beginning: Wednesday, 12th. to Saturday, 15th. Dec.

Admission:
9.15 p.m. \$1.20 & 70 cts. 5.15 p.m. 60 cts. & 60 cts.

Booking at the Theatre.

PASSENGERS DEPARTED.

Per P. and O. s.s. Devanha on 14th Dec.—Mr. and Mrs. J. Plummer, Miss A. M. Rivetta, Miss L. Rockwell, Miss E. N. Pella, Mr. A. E. Clinton, Major E. V. Watson, Mr. A. R. Cortin, Mrs. H. C. B. Aye Pe, Mr. D. G. Fulse, Miss Way and infant, Mr. and Mrs. E. W. C. P. Murray, Mr. W. F. O'Brien, Miss A. McFarlin, Miss M. E. Waterbury, Mr. Tsung Pei-rang, Mr. and Mrs. J. F. Houghton and infant, Mr. L. W. Shaw, Mr. A. Cole, Mr. M. A. Powis Hamy, Mrs. Miles, Mr. V. K. Dodani, Mr. O. Tobliessen, Mr. J. P. Tugwood, Mr. and Mrs. P. C. Murray, Miss L. A. Hayward, Miss A. Andrea, Mr. C. I. Smith, Mr. E. Buckrow, Mr. W. G. Stirling, Mrs. M. B. Ziegler, Mrs. J. F. Townsend, Mrs. C. Hamilton, Mr. F. E. Benelli, Mr. F. W. Ambrose, Mr. C. H. Miller, Miss E. Tasartey, Mr. and Mrs. D. Leigh and infant, Mr. Gregory, Mr. P. E. Snell, Miss Snell, Mr. R. C. Edwards, Dr. Miles, Mr. G. P. Levering, Dr. and Mrs. W. R. Morse, Miss M. Morse, Mr. T. P. Lok, Mr. J. Reid, and Mr. A. G. Crouch.

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